

Commodity.	1927-28.	1928-29.	1927-28.	1928-29.	Difference.	
	Tons.	Tons.	Rs.	Rs.	Tons.	Rs.
(c) Petrol in tins	1,328	1,713	56,098	67,225	+385	+11,127
(d) Petrol in bulk	20	388	718	16,290	+368	+15,572
(e) Total	10,479	10,810	2,83,173	2,60,729	+331	-22,444
26. Tobacco	3,739	3,946	56,038	64,258	+207	+8,220
27. Provisions... ..	9,543	10,577	1,24,852	1,25,279	+1,034	+427
28. Manures, (all kinds), ... ..	...	70	...	694	+70	+694
29. Military stores	259	431	4,730	6,718	+172	+1,988
30. Railway Materials	125,481	132,862	1,91,681	1,88,107	+7,381	-3,574
31. Total light merchandise	192,901	216,043	11,77,410	13,40,726	+23,142	+1,63,316
32. Other commodities	97,158	97,491	9,87,478	10,28,490	+333	+41,012
33. Total (excluding live stock)	614,825	682,303	44,26,228	52,29,567	+67,478	+8,01,339
34. Live Stock	1,577	1,635	15,733	12,380	+58	-3,353
35. Materials and stores on revenue account.						
(a) Fuel	54,237	55,982	1,26,409	1,33,628	+1,745	+7,219
(b) General Stores and materials	88,335	137,700	49,508	96,076	+49,365	+46,568
(c) Total	142,572	193,682	1,75,917	2,29,704	+51,110	+53,787
36. All commodities	758,974	877,620	46,19,878	54,71,651	+118,646	+8,51,773

It will be seen that there are increases almost in all commodities except Gur, Jagree and Molasses, Kerosine oil, Railway materials and Live stock. Brief explanation that led to the rise and fall of the principal commodities among them is given below :—

INCREASES.—

Rice not in the husk.—Increase of Rs. 43,334/- is due to increased traffic from *via* Hyderabad to stations on Jodhpur Railway and on the Bombay Baroda and Central India Railway *via* Marwar Railway Junction.

Gram & Pulse.—Increase of Rs. 86,819/- is due to heavier cross traffic from *via* Marwar Railway Junction to *via* Hyderabad. This traffic has almost covered fall in receipts resulting from reduced traffic *via* Kuchaman Road to *via* Hyderabad and *via* Sujangarh and Chilo to *via* Marwar Railway Junction.

Wheat.—The increase of Rs.74,239/- is due to (a) heavier import of foreign wheat from *via* Hyderabad to *via* Marwar Railway Junction, Kuchaman Road and Chilo and to Jodhpur station on the Jodhpur Railway, (b) developed cross traffic from *via* Kuchaman Road to *via* Hyderabad, and (c) increased local traffic on Jodhpur Railway (Jodhpur Section) due to high prices declared on account of winter crops being damaged by unusually cold weather and frost in the spring of 1929.

Jawar & Bajra.—The increase of Rs. 45,203/- is due to more traffic from *via* Hyderabad to stations on Jodhpur-Hyderabad, Mirpurkhas Jhudo

4. Special wagons—

(i) Live stock wagons.	4-wheeled	...	5.39	12.9	608.2	46	...	...	46	2	1	47	...	...	2	1	...	...	...	47	...	...
	Bogie	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8	...	...
(ii) Wagons for explosives.	4-wheeled	...	3.21	5.0	15.0	3	...	...	3	...	...	3	...	...	...	...	...	...	...	...	...	...
	Bogie	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
(iii) Timber or rail wagons.	4-wheeled	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Bogie	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
(iv) Petrol Tank wagons.	4-wheeled	...	7.05	6.25	6.25	1	1	...	...	...	...	1	...	...	1	...	...	...	...	1	...	...
	Bogie	...	15.4	17.4	34.8	2	2	...	...	2	...	4	2	1	1	...	...	...	...	2	...	...
(v) Other tank wagons.	4-wheeled	...	6.8	7.33	73.3	10	...	1	11	...	...	10	...	...	...	1	...	...	...	10	...	...
	Bogie	...	12.5	20.5	41.0	2	...	1	3	...	...	2	...	...	...	1	...	...	...	2	...	...
(vi) Miscellaneous wagons.	4-wheeled	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Bogie	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

Total special wagons ... 778.6 64 3 ... 2 63 4 1 67 2 1 ... 4 3 ... 65 ...

Total goods wagons (excluding brake vans)... 28,631.8 2,470 3 ... 2 2,469 5 6 2,469 2 1 ... 5 8 ... 2467 ...

5. Brake vans used indiscriminately on passenger, goods, or mixed services—

{ 4-wheeled	...	7.53	3.26	159.6	44	...	...	44	5	1	48	...	...	5	...	...	...	...	49	...	...
{ Bogie	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

Total ... 159.6 44 ... 44 5 1 48 ... 5 ... 49 ...

Drivers wagons ... 4-wheeled 4.89 ... 21 ... 21 3 ... 24 ... 3 ... 24 ... 2

Running water tanks { 4-wheeled 2.88 ... 8 ... 8 1 ... 9 ... 1 ... 9 ... 1

{ 6-wheeled 5.14 ... 35 ... 35 1 ... 36 ... 1 ... 36 ... 1

{ Bogie 23.0 ... 6 ... 6 3 ... 9 ... 3 ... 9 ... 3

Store Vans ... 4-wheeled 6.0 ... 2 ... 2 ... 2 ... 2 ... 2 ... 2

{ Bogie 10.9 ... 2 ... 2 ... 2 ... 2 ... 2 ... 2

Shops service wagons ... 4-wheeled 3.25 ... 3 ... 3 ... 3 ... 3 ... 3 ... 3

{ 4-wheeled Open 3.25 ... 11 ... 11 ... 10 ... 10 ... 10 ... 10

{ 4-wheeled Covered 3.75 ... 6 ... 6 ... 7 ... 7 ... 7 ... 7

Open wagons with Braithwaite water Tanks 4 wheeled 4.0 ... 4 ... 4 2 ... 6 ... 2 ... 6 ... 2

Open wagons to carry wheels... 4.0 ... 1 ... 1 ... 1 ... 1 ... 1 ... 1

Relief vans ... 4.36 ... 3 ... 3 1 ... 3 ... 1 ... 3 ... 1

Travelling crane & Dummy ... 15.21 ... 2 ... 2 ... 2 ... 2 ... 2 ... 2

Bogie Accident van ... 14.50 1 ... 1 ... 1 ... 1

Total Departmental ... 104 6 ... 98 13 2 115 3 7 ... 9 2 ... 112 ... 3

7. Motor inspection trollies

8. Road vehicles—

(i) Motor cars (Passengers)

(ii) Motor vans (for parcels and goods).

EXPLANATORY NOTES TO STATEMENT No. 6.

*Goods Stock—Metre Gauge.***COVERED WAGONS.**

Over 10 & up to 15 tons.

Items No. 11 & 17.

Over 15 & up to 20 tons.

Items No. 11 & 17.

Over 20 tons.

*Items No. 11 & 17.***OPEN WAGONS HIGH SIDED.**

Over 10 and up to 15 tons.

*Items No. 10 & 16.**Items No. 11 & 17.*

Open Wagons Low Sided.

SPECIAL WAGONS.

Livestock Wagons

*Items No. 10 & 15.**Items No. 11 & 17.*

Wagons for explosives.

Petrol Tank Wagons (4 wheeled).

Petrol Tank Wagons (Bogie).

*Items No. 10 & 13.**Item No. 14.**Item No. 16.*

Oil Tank Wagons (4 wheeled & Bogie).

Items No. 8 & 17.

Brake Vans.

*Items No. 10 & 16.**Item No. 11.***DEPARTMENTAL VEHICLES.**

Drivers Rest Vans.

Items No. 10 & 16.

Running Water Tanks (4 wheeled).

Items No. 10 & 16.

Running Water Tanks (6 wheeled).

Items No. 10 & 14.

Running Water Tanks (Bogie).

*Items No. 10 & 13.**Item No. 14.**Engineering Wagons Open.**Engineering Wagons Covered.**Open Wagons with Braithwaite tanks.**Bogie Accident Vans.*

One wagon was transferred for Departmental use.

One wagon M.A. 1 type was made over to Engineering Department for use as Breakdown Van (No. 9196 New No. 3523).

One C.B.B. was converted to Bogie Accident Van.

One wagon was returned by the Engineering Department.

Two more wagons were given over for Departmental use for Braithwaite water tanks.

Nil.

One R. V. and one Accident Van were converted to H.W.S.

One H.W. was found equipped as Driver's Rest Van.

Nil.

One O. T. (2840) was converted to a Petrol Tank.

One of 1928-29 and one of 1929-30.

One of 1928-29.

One B.O.T. was converted to carry Petrol.

See remarks against Petrol Tanks.

Passenger Brake Vans were converted to Goods.

G. B. 071 has been ordered to be condemned but still running.

One H.W. and 2 replaced T.S. were converted to DWS.

One spare EE class tender was mounted on the old underframe of T. No. 0129 for Bilara Branch.

One MG Water Tank formerly the property of P. B. L. Ry., was transferred to Jodhpur Railway.

3 of 1929-30.

3 of 1927-28 and 3 of 1928-29.

See remarks against Open Wagons high sided.

See remarks against covered wagons over 10 and up to 15 tons.

See remarks against open wagons high sided.

One CBB 0404 was converted to Bogie Accident Van.

No. 7—STATEMENT OF ROLLING STOCK FOR THE YEAR ENDED 31ST MARCH 1929.

Coaching Stock.—2' 0" Gauge.

Description of stock (vide column (24)).	NUMBER OF AUTHORISED AND SERVICEABLE STOCK AT THE END OF THE PREVIOUS YEAR.						CHANGES IN THE SANCTIONED AUTHORISED STOCK DURING THE YEAR.										CHANGES IN SERVICEABLE STOCK DURING THE YEAR.										
	Total seats by classes.						7 Authorised stock at the end of the previous year.	8 Authorised new stock not constructed at the end of the previous year.	9 Authorised stock condemned or sold awaiting replacement at end of the previous year.	10 Stock replaced but still running on the line at the end of the previous year.	11 Serviceable stock at the end of the previous year. (=Columns 7-8-9+10).	12 Additions to authorised stock sanctioned by Railway Board.	13 Reductions in authorised stock sanctioned by Railway Board.	14 Authorised stock at the end of the year. (=Columns 7+12-13).	15 Authorised new stock not constructed at the end of the year (=Columns 8+12-16) —reduction in stock not yet constructed (Column 8).	Authorised list.						Replaced list.					
																16 New additions (against columns 8 and 12).	17 Replacements (against columns 9 and 20).	Transfer between classes or groups		18 Increase.	19 Decrease.	20 Authorised stock condemned, sold or transferred to replaced list to be replaced.	21 Authorised stock condemned or sold not to be replaced.	22 Additions by transfer from authorised list.	23 Replaced stock, i.e., stock referred to in column 10 condemned or sold.	24 Serviceable stock at the end of the year (=Columns 11+16+17+18+19-20-21-23+22).	25 Authorised stock condemned or sold awaiting replacement at the end of the year. (=Columns 9+20-17-stock written off out of column 9.)	26 Stock replaced but still running at the end of the year. (=Columns 10+22-23.)
Type.	2 Average weight in tons of each description of vehicle.	3 First.	4 Second.	5 Intermediate.	6 Third.																						
1																											
I & III Class Bogie ...	4-00	6			18				1	1										1							
II & III Class Bogie ...	6-00		6		20				1	1										1							
III Class Bogie covered ...	6-00				32				1	1																	
III Class Bogie open ...	Not available.				40				2																		
Total		6	6		110				5	5										5							
2. Other coaching vehicles— (Sub-heads to be selected by individual Railways).																											
Total coaching vehicles		6	6		110				5	5										5							
3. Brake vans ...																											
4. Departmental vehicles including officers' carriages.																											
5. Steam coach trailers. Composite 1st, 2nd & 3rd. Uniform third...																											
Total																											

NOTE.—As Narrow gauge was converted to Metre gauge, its stock has been sold to some outsider.

No. 8.—STATEMENT OF ROLLING STOCK FOR THE YEAR ENDED 31ST MARCH 1929.

Goods Stock. 2' 0" Gauge.

DESCRIPTION OF STOCK (vide COLUMN 22).			NUMBER OF AUTHORISED AND SERVICEABLE STOCK AT THE END OF THE PREVIOUS YEAR.			CHANGES IN THE SANCTIONED AUTHORISED STOCK DURING THE YEAR.			CHANGES IN SERVICEABLE STOCK DURING THE YEAR.																																				
Type.			Authorised list.			Replaced list.																																							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24																						
	Average tare weight in tons of each description of vehicle.		Average carrying capacity in tons of each description of vehicle.		Total carrying capacity in tons.		Authorised stock at the end of the previous year.		Authorised new stock not constructed at the end of the previous year.		Authorised stock condemned or sold awaiting replacement at the end of the previous year.		Stock replaced but still running on the line at the end of the previous year.		Serviceable stock at the end of the previous year. (=Columns 5-6-7+8).		Additions to authorised stock sanctioned by Railway Board.		Reductions in authorised stock sanctioned by Railway Board.		Authorised stock at the end of the year. (= Columns 5+10-11).		Authorised new stock not constructed at the end of the year. (=Columns 6+10-14)—reduction in stock not yet constructed (Column 6).		New additions (against columns 6 and 10).		Replacements (against columns 7 and 18).		Increase.		Decrease.		Authorised stock condemned, sold or transferred to replaced list to be replaced.		Authorised stock condemned or sold not to be replaced.		Additions by transfer from authorised list.		Replaced stock, i.e., stock referred to in column 8 condemned or sold.		Serviceable stock at the end of the year. (=Columns 9+14+15+16-17-18-19-21+20).		Authorised stock condemned or sold awaiting replacement at the end of the year. (=Columns 7+18-15)—stock written off out of column 7.		Stock replaced but still running on the line at the end of the year. (=Columns 8+20-21).
1 Goods wagons.—																																													
	Covered wagons ordinary...	3.03	5	5	...	...	1	1	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...																	
	Low sided wagons ordinary	2.21	5	10	...	...	2	2	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...																	
	Low sided wagons Bogie ...	4.02	10	10	...	...	1	1	...	...	...	...	...	...	...	...	...	4	...	...	...	...	...																	
	High sided open wagon ordinary	1.80	5	20	...	...	4	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...							
	Totals	...	...	45	...	...	8	8	...	...	...	...	...	...	...	...	...	8	...	...	...	...	...																	
2. Brake-Vans																																													
3. Motor-gauge Running water Tank (6 wheelers)																																													
Stock sold to outside agency,																																													

*This tank was transferred to Jodhpur Railway.

No. 9 Statement of Coaching Revenue Statistics.—*Contd.*

Item.	Heading.							Amount or Number.	Amount or Number.
								Metre Gauge.	Narrow Gauge.
	No. of passengers carried (in hundreds)—								
9·01	1st	...	...	...	...	...	...	4,0	...
9·02	2nd	...	...	...	...	...	...	30,0	2
9·03	Inter	...	...	...	...	...	...	103,8	...
9·04	3rd	...	...	...	...	...	...	3,584,5	27,9
	Passengers originating on home line whether local or foreign (in hundreds)—								
9·05	1st	...	...	...	...	...	...	2,4	...
9·06	2nd	...	...	...	...	...	...	22,2	1
9·07	Inter	...	...	...	...	...	...	97,4	...
9·08	3rd	...	...	...	...	...	...	3,203,5	21,4
9·09	Total	...	...	...	...	...	...	3,325,5	21,5
9·10	Other traffic	...	...	...	...	...	...	396,8	6,6
9·11	Total (Items 9·05 to 9·10)	...	...	...	...	...	...	3,722,3	28,1
	Actual number of passengers carried on the system by zones—								
			1-50 miles.	51-150 miles.	151-300 miles.	over 300 miles.			
9·12	1st	...	1,233	1,753	271	688		3,945	...
9·13	2nd	...	15,532	8,561	1,140	5,131		30,364	...
9·14	Inter	...	79,540	20,785	837	2,521		103,683	...
9·15	3rd	...	2,686,716	772,600	65,766	73,950		3,599,032	...
9·16	Total	...	2,783,021	803,699	68,014	82,290		3,737,024	...
	Passenger miles (in thousands)—								
9·17	1st	...	...	...	...	...	...	522	...
9·18	2nd	...	...	...	...	...	...	3,297	3
9·19	Inter	...	...	...	...	...	...	4,846	...
9·20	3rd	...	...	...	...	...	...	153,851	378
9·21	Total	...	...	...	...	...	...	162,516	381

Note.—Figures for Narrow-Gauge pertain to four months only as Pipar Bilara Light Railway was converted into Metre-Gauge from 1-8-1928.

No. 9.—Statement of Passenger Revenue Statistics—*concl'd.*

Item.	Heading.								Amount or Number.	Amount. or Number.
									Metre Gauge.	Narrow Gauge.*
	Average number of miles a passenger was carried—									
9-22	1st	...	...	...	...	...	...	...	132-00	18-21
9-23	2nd	...	...	...	...	...	...	...	109-78	19-47
9-24	Inter	...	...	...	...	...	...	...	46-68	...
9-25	3rd	...	...	...	...	...	...	...	42-92	13-52
9-26	Total	...	...	...	...	...	...	...	43-66	13-55
	Earnings from passengers carried including refunds and remissions (in thousands)—									
9-27	1st	...	...	...	...	...	...	...	60	...
9-28	2nd	...	...	...	...	...	...	...	1,95	...
9-29	Inter	...	...	...	...	...	...	...	1,28	...
9-30	3rd	...	...	...	...	...	...	...	32,46	12
9-31	Total	...	...	...	...	...	...	...	36,29	12
	Earnings from passengers carried on the system by zones—									
		Miles 1-50	Miles 51-150	Miles 151-300	over 300 Miles				Total.	
9-32	1st	4,544	22,517	6,248	26,284				59,593	.....
9-33	2nd	22,514	49,410	13,761	1,05,695				1,91,380	.....
9-34	Inter	50,260	49,164	3,783	22,202				1,25,409	.....
9-35	3rd	11,08,792	13,51,294	2,58,634	5,30,140				32,48,860	.....
9-36	Total	11,86,110	14,72,385	2,82,426	6,84,321				36,25,242	.....
	Average rate in pies charged per passenger per mile—									
9-37	1st	...	...	...	...	...	...	...	22-24	34-96
9-38	2nd	...	...	...	...	...	...	...	11-33	18-00
9-39	Inter	...	...	...	...	...	...	...	5-06	.....
9-40	3rd	...	...	...	...	...	...	...	4-05	6-03
9-41	Total	...	...	...	...	...	...	...	4-29	6-15
9-42	Total parcel earnings including refunds and remissions (in thousands).								3,36	.....
	Total parcel earnings of the system by zones—									
9-43	1 to 50 miles	...	...	...	...	...	...	...	22	.....
9-44	51 to 150 miles	...	...	...	...	...	...	...	77	.....
9-45	151 to 300 miles	...	...	...	...	...	...	...	33	.....
9-46	Over 300 miles	...	...	...	...	...	...	...	2,04	.....
9-47	Total	...	...	...	...	...	...	...	3,36	.....
9-48	Total miscellaneous coaching earnings including refunds and remissions (in thousands).								2,18	1
	Total coaching earnings (in thousands)—									
9-49	Total including refunds, etc.	...	...	...	...	...	...	...	41,83	13
9-50	Refunds and remissions	...	...	...	...	...	...	...	4	.....
9-51	Total excluding refunds, etc.	...	...	...	...	...	...	...	41,79	13

* Figures of Narrow Gauge pertain to four months only as it was converted into Metre-Gauge from 1-8-1928.

No. 10.—Statement of Goods Revenue Statistics.—Contd.

Item.	Heading.	Amount.	Amount.
		Metre Gauge.	Narrow Gauge.
	No. of tons carried (in thousands)—		
10-01	General merchandise including live-stock	671	6
10-02	Fuel for the public, foreign railways and Home line construction	12	.....
10-03	Fuel on revenue account	56	.....
10-04	Other revenue stores... ..	138	.....
10-05	Total	877	6
	Tons originating on home line (whether local or foreign)—		
10-06	General merchandise including live-stock	392	5
10-07	Fuel for the public, foreign railways and Home line construction ... ..	.....	.....
10-08	Fuel on revenue account	3	.....
10-09	Other revenue stores... ..	132	.....
10-10	Other traffic	350	1
10-11	Total (Items 10-06 to 10-10)	877	6
10-12	No. of tons terminating	574	4
10-13	No. of tons of cross traffic	160	.....
10-14	Actual number of tons carried on the system ...	880	6
	Net ton miles in (thousands)—		
10-15	General merchandise including live-stock	115,033	206
10-16	Fuel for the public, foreign railways and Home line construction	2,418	2
10-17	Fuel on revenue account	11,867	.....
10-18	Other revenue stores	7,456	.....
10-19	Total	136,774	208

Note.—Figures for Narrow Gauge pertain to four months only, as Pipar Bilara, Light Railway was converted into Metre Gauge from 1-8-1928.

No. 10.—Statement of Goods Revenue Statistics—*concl'd.*

Item.	Heading.	Amount or Number.	Amount or Number.
		Metre Gauge.	Narrow Gauge.*
	Average miles a ton of goods was carried—		
10·20	General merchandise including live-stock	171·29	37·45
10·21	Fuel for the public, foreign railways and Home line construction	197·23	19·80
10·22	Fuel on revenue account	211·98	...
10·23	Other revenue stores... ..	54·15	21·00
10·24	Total	155·87	37·15
	Earnings from goods carried including refunds and remissions (in thousands)—		
10·25	General merchandise including live-stock	52,29	15
10·26	Fuel for the public, foreign railways and Home line construction	31	...
10·27	Fuel on revenue account	1,33	...
10·28	Other revenue stores... ..	96	...
10·29	Total	54,89	15
	Average rate (in pies) charged for carrying a ton of goods one mile—		
10·30	General merchandise including live-stock	8·73	14·48
10·31	Fuel for the public, foreign railways and Home line construction	2·44	5·27
10·32	Fuel on revenue account	2·16	...
10·33	Other revenue stores	2·47	6·10
10·34	Total	7·71	14·39
10·35	Total other goods earnings including refunds and re- missions (in thousands)—	13	...
	Total goods earnings (in thousands)—		
10·36	Total including refunds, etc.... ..	55,02	15
10·37	Refunds and remissions	34	.....
10·38	Total excluding refunds, etc.	54,68	15
10·39	Total electric telegraph earnings (in thousands)... ..	9	.....
10·40	Total Sundry earnings (in thousands) (excluding refunds, etc.)	4,88	.....
10·41	Total gross earnings (in thousands) (excluding refunds, etc.)	1,01,44	28
10·42	Steam boat earnings (already included in respective coaching and goods earnings).	.....	....

* Figures for Narrow Gauge pertain to four months only, as Pipar Bilara Light Railway was converted into Metre Gauge from 1-8-1928.

No. 11.—STATEMENT OF TRAIN AND ENGINE MILEAGE.—*Contd.*

Item.	Heading.	Number.	Number.
		Metre Gauge.	Narrow Gauge.*
	<i>Train Miles—</i>		
	Main lines—		
11·01	Mixed	526,719	.....
11·02	Goods	390,807	.....
	Branch lines—		
11·03	Mixed	317,326	.....
11·04	Goods	11,950	.....
	Main and Branch lines—		
11·05	Passenger	459,454	.....
11·06	Mixed	844,045	4,812
11·07	Goods	402,757	325
	Main and Branch lines—		
11·08	Passenger and proportion of mixed	845,154	3,113
11·09	Goods and proportion of mixed	861,102	2,024
11·10	Total	1,706,256	5,137
	Departmental—		
11·11	Passenger and proportion of mixed	3,857	} 7,259
11·12	Goods and proportion of mixed	87,463	
11·13	Rail Motor Car	Nil.	.....
11·14	Steam Coach	Nil.	.....
	<i>Shunting Miles—</i>		
	Passenger and proportion of mixed—		
11·15	Shunting engines	66,100	.....
11·16	Train engines	25	.....
11·17	Total	66,125	.....
	Goods and proportion of mixed—		
11·18	Shunting engines	264,305	.....
11·19	Train engines	1,180	.....
11·20	Total	265,485	.....

* Figures of narrow gauge pertain to four months only as Pipar Bilara Light Railway was converted into metre-gauge from 1-8-1928.

No. 11.—Statement of Train and Engine Mileage—*concl'd.*

Item,	Heading.	Number.	Number.
		Metre Gauge.	Narrow Gauge.*
	<i>Other engine miles—</i>		
	Passenger and proportion of mixed—		
11·21	Assisting not required	85	.....
11·22	Assisting required	175	.....
11·23	Light	3,329	.....
11·24	Total 'Other' (items 11·21 + 11·22 + 11·23) ...	3,589	25
11·25	Departmental (including shunting)	890	.....
	Goods and proportion of mixed—		
11·26	Assisting not required	138	.....
11·27	Assisting required	231	.....
11·28	Light	8,991	.....
11·29	Total 'Other' (items 11·26 + 11·27 + 11·28) ...	9,360	.....
11·30	Siding	300	.....
	Departmental (including shunting)—		
11·31	Locomotive	10,377	.....
11·32	Engineering	9,979	.....
11·33	Miscellaneous	3,632	.....
11·34	Total Departmental	23,988	.....
11·35	Total engine miles (including train miles)— Main and Branch lines (items 11·10 + 11·11 + 11·12 + 11·17 + 11·20 + 11·24 + 11·25 + 11·29 + 11·30 + 11·34).	2,167,313	12,421
	No. 12.—Statement of Train Engine and other Engine Hours.— <i>Contd.</i>		
	Main lines—		
12·01	Mixed	37,593	.....
12·02	Goods	36,412	.....
	Branch lines—		
12·03	Mixed	27,221	.....
12·04	Goods	1,063	.....

* Figures of narrow gauge relate to four months only as Pipar Bilara Light Railway, was converted into metre gauge from 1-8-1928.

and Mirpurkhas-Khadro railways and improved local traffic on the Jodhpur Railway stations.

Other Grains.—The increase of Rs. 1,35,204/- is almost entirely due to heavier bookings from *via* Kuchaman Road to *via* Hyderabad, *via* Marwar Railway Junction to *via* Hyderabad and *via* Chilo to *via* Marwar Railway Junction.

Marble & Stone.—The increase of Rs. 7,535/- is chiefly due to stone traffic from Fedusar Quarries to stations on the Jodhpur Railway and *via* being carried for longer distances though there is a decrease in weight.

Salt.—Increase Rs. 34,653/-. It is due to larger bookings of salt from Pachpadra to stations beyond *via* Kuchaman Road, Marwar Railway Junction and Chilo on account of introduction of special rates. The rise *via* Kuchaman Road is marked in as much as it alone gives an increase of Rs. 27,000/-.

Sugar.—Increase Rs. 17,564/-. There are increases in foreign inward and cross traffic from almost all the *vias*.

Cotton Raw-Pressed.—Increase Rs. 1,55,217/-. The main portions of increase, *i.e.*, Rs. 97,000/- and Rs. 33,000/- are due on account of improved cross traffic from *via* Kuchaman Road and Marwar Railway Junction to *via* Hyderabad respectively. The balance of Rs. 25,000/- is the result of increased traffic from stations on the Jodhpur and Jodhpur-Hyderabad Railways to *via* Hyderabad.

Cotton Raw-Unpressed.—The increase of Rs. 39,801/- is due to heavier traffic from stations on the Jodhpur-Hyderabad Railway and Mirpurkhas-Jhudo Branch to Mirpurkhas station for pressing purposes.

Cotton Manufactured.—The increase of Rs. 77,282/- is the result of developed traffic from *via* Marwar Railway Junction to *via* Hyderabad and stations on the Jodhpur Railway and Jodhpur-Hyderabad Railway.

Iron and Steel Wrought.—Increase Rs. 52,581/-. The increase is chiefly due to heavy traffic from Karachi to stations on the Jodhpur Railway and the Bombay, Baroda and Central India Railway *via* Kuchaman Road and Marwar Railway Junction.

Petrol.—Consequent on the development of the use of motor cars and also the increased facilities provided for its carriage on this Railway this traffic is increasing. Although petrol freight charges were reduced the additional traffic has increased the earnings by Rs. 26,699/- in comparison with last year.

DECREASES.—

Gur, Jagree, Molasses.—There is a decrease of 282 tons representing a decrease in freight amounting to Rs. 14,239/- which is due to reduction in rates. The reduction in freight has not been followed with an increased volume of traffic.

No. 12.—Statement of Train Engine and other Engine Hours—*concl'd.*

Item.	Heading.	Number.	Number.
		Metre Gauge.	Narrow Gauge.*
	Main and Branch lines—		
12·05	Passenger	24,850	.....
12·06	Mixed	64,814	553
12·07	Goods	37,475	41
	Main and Branch lines—		
12·08	Passenger and proportion of mixed	55,449	.....
12·09	Goods and proportion of mixed	71,690	.....
	Shunting—		
12·10	Passenger and proportion of mixed... ..	13,220	.....
12·11	Goods and proportion of mixed	52,861	.....
	Other—		
12·12	Passenger and proportion of mixed	24,537	65
12·13	Goods and proportion of mixed	23,989	.....
12·14	Total siding	57	.....
	Departmental—		
12·15	Passenger including proportion of mixed	741	.....
12·16	Goods including proportion of mixed	13,515	974
12·17	Total engine hours (including train engine hours) ...	256,059	1,633

No. 13.—Statement of Vehicle Miles.—*Cont'd.*

	Passenger and proportion of mixed—		
13·01	Passenger	9,024,554	.....
13·02	Mixed (passenger proportion)	9,518,720	31,272
13·03	Total	18,543,274	31,272
13·04	Departmental	49,348	.....
13·05	Brake Vans	796,235	.....
	Goods—		
	Main lines—		
13·06	Loaded	14,096,661	984
13·07	Empty	6,880,266	1,558
13·08	Total	20,976,927	2,542
13·09	Percentage loaded of total	67·20	38·71

* Figures of narrow gauge relate to four months only as Pipar Bilara Light Railway, was converted into Metre Gauge from 1-8-1928.

No. 13.—Statement of Vehicle Miles—*concl'd.*

Item.	Heading.	Number.	Number.
		Metre Gauge.	Narrow Gauge.*
	Branch lines—		
13·10	Loaded	144,875	.....
13·11	Empty	116,343	.....
13·12	Total	261,218	.....
13·13	Percentage loaded of total	55·46	.....
	Mixed trains (goods proportion only)—		
13·14	Loaded	9,065,803	14,124
13·15	Empty	2,943,850	2,895
	Grand total (including proportion of mixed)—		
13·16	Loaded	23,307,339	15,108
13·17	Empty	9,940,459	4,453
13·18	Total	33,247,798	19,561
13·19	Percentage loaded of total	70·10	77·24
13·20	Departmental	3,580,669	78,721
13·21	Brake Vans	486,360	12,421

No. 14.—Statement of Vehicle Usage.—*Cont'd.*

	<i>Coaching stock.—</i>		
	Average authorised stock (excluding stock ordered, but not yet handed over to traffic)—		
14·01	Passenger carriages	232	5
14·02	Other coaching vehicles	58	.....
	Average number on the line—		
	Passenger carriages—		
14·03	In units	237	5
14·04	In terms of four-wheelers	398	8
	Other coaching vehicles—		
14·05	In units	58	.....
14·06	In terms of four-wheelers	68	.....
14·07	Vehicle miles per vehicle day	113·32	.....
	<i>Goods stock.—</i>		
14·08	Average authorised stock (excluding wagons ordered but not yet handed over to traffic) in units ...	2,327	8
	Average number of wagons owned—		
14·09	In units	2,297	8
14·10	In terms of four-wheelers	2,479	9
14·11	Average number of wagons on the line daily pooled and non-pooled (in terms of four-wheelers) ...	2,394	9

* Figures of narrow gauge relate to four months only as P. B. L. Railway, was converted into Metre Gauge from 1-8-1928.

No. 14.—Statement of Vehicle Usage—*concl'd.*

Item.	Heading.	Number.	Number.
		Metre Gauge.	Narrow Gauge.*
	Average wagons load—		
	Starting load—		
14·12	Coal and coke (including revenue coal and coke) ...	10·63	.....
14·13	Heavy merchandise	7·82	.....
14·14	Light merchandise	3·67	.....
	During the run—		
14·15	All traffic	5·54	3·82
14·16	Wagon miles per wagon day... ..	37·70	22·41
14·17	Net ton miles per wagon day	149·53	66·08

No. 15.—Statement of Running of Trains—*Cont'd.*

	<i>Average speed—</i>		
15·01	Passenger—Train miles per train engine hour ...	18·02	.....
15·02	Mixed—Train miles per train engine hour. ...	13·20	8·70
15·03	Percentage of passenger and proportion of mixed train engine hours to total engine hours (passenger and proportion of mixed)	59·02	.....
	<i>Average speed—(Goods trains only)—</i>		
15·04	Main lines—Train miles per train engine hour ...	10·73	.....
15·05	Branch lines—Train miles per train engine hour ...	11·24	7·93
15·06	Total—Train miles per train engine hour ...	10·75	.....
15·07	Percentage of goods and proportion of mixed train engine hours to total engine hours (Goods and proportion of mixed)	44·22	.....
	<i>Running of passenger and mixed trains (Traffic)—</i>		
	(a) Mail and important through trains—		
15·08	Total number of trains run	2,189	.....
15·09	Number of trains not losing time	2,041	.....
15·10	Percentage of trains not losing time... ..	93·2	.....
15·11	Average time-table speed	18·2	.....
	(b) Suburban trains—		
15·12	Total number of trains run ... ..	.....	.....
15·13	Number of trains not losing time ... ..	.....	.....
15·14	Percentage of trains not losing time... ..	.....	.....
15·15	Average time-table speed ... ..	.....	.....
	(c) Mixed trains—		
15·16	Total number of trains run	13,926	192
15·17	Number of trains not losing time	12,631	131
15·18	Percentage of trains not losing time... ..	90·7	68·2
15·19	Average time-table speed	11·9	10

* Figures of narrow gauge relate to four months only, as Pipar Bilara Light Railway, was converted into metre gauge from 1-8-1928.

No. 15.—Statement of Running of Trains—*concl'd.*

Item.	Heading.	Number.	Number.
		Metre Gauge.	Narrow Gauge.*
	(d) Other passenger trains—		
15·20	Total number of trains run	730	.....
15·21	Number of trains not losing time	652	.....
15·22	Percentage of trains not losing time	89·8	.....
15·23	Average time-table speed	17·8	.....

No. 16.—Statement of Loads of Trains.

16·01	Net or freight ton miles (goods and proportion of mixed)	129,170,967	57,698
	Gross ton miles (<i>excluding</i> weight of engine and departmental)—		
16·02	Passenger and proportion of mixed	176,838,357	133,177
16·03	Goods and proportion of mixed	281,046,829	96,815
	Gross ton miles (<i>including</i> weight of engine but <i>excluding</i> departmental)—		
16·04	Passenger and proportion of mixed	226,043,570	177,849
16·05	Goods and proportion of mixed	331,490,853	127,345
	Gross ton miles (<i>including</i> weight of engine and departmental)—		
16·06	Passenger and proportion of mixed	226,771,550	177,849
16·07	Goods and proportion of mixed	356,416,373	474,645
	Average train load—		
	Passenger—		
16·08	No. of vehicles	19·64	Not required.
	Passenger including proportion of mixed—		
16·09	Gross weight (<i>including</i> weight of engine) Tons.	384·34	"
	Goods—		
	Main lines—		
16·10	Loaded wagons per train	36·07	"
16·11	Empty wagons per train	17·61	"
16·12	Total wagons per train	53·68	"
16·13	Percentage loaded of total	67·20	"
	Branch lines—		
16·14	Loaded wagons per train	12·12	.....
16·15	Empty wagons per train	9·74	.....
16·16	Total wagons per train	21·86	.....
16·17	Percentage loaded of total	55·44	.....
	Goods including proportion of mixed—		
16·18	Net or freight weight Tons.	150·01	28·50
16·19	Gross weight (<i>including</i> weight of engine) "	384·34	62·92
16·20	Gross weight (<i>excluding</i> weight of engine) "	326·38	47·83

* Figures of narrow-gauge relate to four months only as Pipar Bilara Light Railway was converted into metre-gauge from 1-8-1928.

No. 17.—Statement of Shunting and Light Running.

Item.	Heading.	Number.	Number.
		Metre Gauge.	Narrow Gauge.*
...	Other engine miles per 100 train miles... ..	...	0.49
	Passenger and proportion of mixed—		
17.01	Shunting miles per 100 train miles... ..	7.82	...
17.02	Light engine miles per 100 train miles... ..	0.39	...
17.03	Light and assisting not required miles per 100 train miles... ..	0.40	...
	Goods and proportion of mixed—		
17.04	Shunting engine miles per 100 train miles... ..	30.83	...
17.05	Light engine miles per 100 train miles... ..	1.04	...
17.06	Light and assisting not required miles per 100 train miles... ..	1.06	...

No. 18.—Statement of Engine Usage.

18.01	Average authorised stock (excluding engines ordered but not yet handed over to traffic)	105	2
18.02	Average total number on the line	107	2
18.03	Average number available for use	86	2
18.04	Actual number in good repair stored ... ..	...	...
	(a) Maximum number in good repair stored	Nil	...
	(b) Minimum number in good repair stored	Nil.	...
	Average number in use daily on—		
18.05	Passenger trains	12	...
18.06	Mixed trains	25	1
18.07	Goods trains	9	...
18.08	Departmental service	6	...
18.09	Shunting including siding	8	...
18.10	Total	60	1
18.11	Spare	20	1
18.12	Maximum number in use on any one day	85	1
18.13	Engine miles per passenger engine per day	106.90	} 52.70
18.14	Engine miles per mixed engine per day	91.93	
18.15	Engine miles per goods engine per day	118.41	...
18.16	Engine miles per day per engine in use... ..	99.68	97.80
18.17	Hours worked per day by engines available for use	8.16	6.69
18.18	Engine miles per day per engine on the line	56.01	64.03
18.19	Net ton miles per locomotive day	5,662.66	236.44
18.20	Net ton miles per locomotive day of locomotives in use on goods service	9,972.28	472.89

* Figures of Narrow Gauge relate to four months only as Pipar Bilara Light Railway, was converted into Metre Gauge from 1-8-1928.

No. 19.—STATEMENT OF DENSITY.

Item.	Heading.	Number.	Number.
		Metre Gauge.	Narrow Gauge.*
19·01	Passenger miles per running track mile per annum ...	177,192·98	15,071·49
19·02	Passenger miles per route mile per annum ...	177,192·98	15,071·49
19·03	Net ton miles per running track mile per annum ...	149,126·27	8,222·53
19·04	Net ton miles per route mile per annum ...	149,126·27	8,222·53
19·05	Gross ton miles (including weight of engine) per running track mile per annum ...	635,855·86	25,841·35
19·06	Gross ton miles (including weight of engine) per route mile per annum ...	635,855·86	25,841·35
19·07	Train miles per running track mile per day ...	5·65	4·02

No. 20.—STATEMENT OF EFFICIENCY.

Goods and proportion of mixed—			
20·01	Wagon miles per shunting engine hour ...	626·17	...
20·02	Wagon miles per engine hour ...	205·09	...
20·03	Net ton miles per engine hour ...	796·80	...
20·04	Gross ton miles (including weight of engines) per engine hour ...	2,204·16	...
20·05	Gross ton miles (excluding weight of engines) per train engine hour ...	3,920·31	...

No. 21.—STATEMENT OF REPAIR OF ROLLING STOCK—*Contd.*

<i>Engines—</i>			
Average number under or awaiting repair—			
In mechanical workshops—			
21·01	Number ...	14	0·25
21·02	Percentage of item 21·01 to average total number on the line ...	13·1	12·5
In sheds and transportation workshops—			
21·03	Number ...	7	...
21·04	Percentage of item 21·03 to average total number on the line ...	6·54	...

* Figures of Narrow Gauge relate to four months only as Pipar Bilara Light Railway was converted into Metre Gauge from 1-8-1928.

No. 21.—Statement of repair of rolling stock—*Concd.*

Item.	Heading.	Number.	Number.
		Metre-Gauge.	Narrow-Gauge.
	Engines undergoing repairs not available for traffic—		
21·05	Average monthly number received during the year from shops after undergoing heavy repairs.	28	...
21·06	Average monthly number received during the year from shops after undergoing light repairs.	19	...
21·07	Average number of days engines received during the year after undergoing heavy repairs, were not available for traffic.	66	...
21·08	Average number of days engines received during the year after undergoing light repairs, were not available for traffic.	52	...
	<i>Coaching stock—</i>		
	Average number under or awaiting repairs ...		
	<i>In Mechanical Workshops—</i>		
21·09	Passenger carriages	15	...
21·10	Other coaching vehicles	4	...
21·11	Percentage of item 21·09 to average total number on the line	6·37	...
21·12	Percentage of item 21·10 to average total number on the line	6·90	...
	<i>In sick lines and transportation workshops—</i>		
21·13	Passenger carriages	1	...
21·14	Other coaching vehicles ... ..	...	...
21·15	Percentage of item 21·13 to average total number on the line	0·42	...
21·16	Percentage of item 21·14 to average total number on the line	Nil	...
	<i>Hot boxes—</i>		
21·17	Number	12	...
	<i>Goods stock—</i>		
	Number of unserviceable wagons—		
	<i>In mechanical workshops—</i>		
21·18	Number	14	...
21·19	Percentage of item 21·18 to average number on line daily	0·58	...
	<i>In sick lines and transportation workshops—</i>		
21·20	Number	9	...
21·21	Percentage of item 21·20 to average number on line daily	0·38	...
	<i>Hot boxes—</i>		
21·22	Number	107	...

No. 22.—Statement of Coal consumption—*Contd.*

Item.	Heading.	Amount or Number.	Amount or Number.
		Metre-Gauge.	Narrow-Gauge.*
	Number of tons of fuel consumed by locomotives—		
22·01	Foreign coal	Nil	Nil
22·02	Indian coal	46,698	150
22·03	Wood	302	2
22·04	Oil fuel ... ..	...	...
22·05	Total (in terms of coal)	46,819	151
	Number of tons of fuel consumed for all other purposes, such as for pumping engines, workshops, steamers, etc—		
22·06	Foreign coal ... ..	...	Nil
22·07	Indian coal	8,820	136
22·08	Wood ... ..	...	...
22·09	Oil fuel ... ..	...	...
22·10	Total (in terms of coal)	8,820	136
	Total fuel consumed—		
22·11	Foreign coal ... ..	...	...
22·12	Indian coal	55,518	286
22·13	Wood	302	2
22·14	Oil fuel ... ..	...	...
22·15	Total (in terms of coal)	55,639	287
	Average cost per ton (at pit's mouth or station of supply)		
22·16	Foreign coal Rs.	...	...
22·17	Indian coal "	4·46	4·46
22·18	Wood "	5·0	5·0
22·19	Oil fuel ... .. "	...	...
	Average cost per ton (including all freight, both rail and sea, from pit's mouth or station of supply to engine shed from where issued to locomotives)—		
22·20	Foreign coal Rs.	...	...
22·21	Indian coal "	16·75	16·75
22·22	Wood "	5·0	5·0
22·23	Oil fuel ... .. "	...	...

* Figures of Narrow Gauge pertain to four months only as Pipar-Bilara Light Railway was converted into Metre Gauge from 1-8-28.

No. 22.—Statement of coal consumption—*Concluded.*

Item.	Heading.	Amount or Number.	Amount or Number.
		Metre-Gauge.	Narrow-Gauge.*
	Passenger and mixed—		
22·24	Total net tons of coal consumed	27,393	66
	Passenger and proportion of mixed—		
22·25	lbs. of coal consumed per 1,000 gross ton miles ...	180·56	541·58
	Goods—		
22·26	Total net tons of coal consumed	13,228	5
	Goods and proportion of mixed—		
22·27	lbs. of coal consumed per 1,000 gross ton miles ...	151·37	492·52
	Shunting including siding—		
22·28	Total net tons of coal consumed	3,455	...
22·29	lbs. per engine mile	31·94	Nil
	Departmental—		
22·30	Total net tons of coal consumed	2,701	...
22·31	Total tons of coal used on all locomotive services ...	46,819	151

No. 23.—Statement of oil consumption.

	Lubricating oil used on engines—		
23·01	Total pints—(Passenger and mixed services) ...	82,300	...
23·02	Pints per 100 engine miles (Passenger & mixed services)	5·98	...
23·03	Total pints (Goods services)	25,876	...
23·04	Pints per 100 engine miles (Goods services) ...	5·96	...
23·05	Total pints (all engines)	Not required	307
23·06	Pints per 100 engine miles (all engines)	Not required	2·47
23·07	Total pints of oil used on coaching, goods and departmental vehicles	56,847·6	128
23·08	Pints per 1,000 vehicle miles (Passenger and goods)	1·00	0·90

* Figures of Narrow Gauge pertain to four months only as Pipar Bilara Light Railway, was converted into Metre Gauge from 1-8-1928.

No. 24.—Statement of Commodities—(Metre Gauge.)

Item.	Commodity.	Quantity originating on home line whether local or foreign	Other traffic.	Total.	Earnings from each commodity for the system as a whole,
1	2	3	4	5	6
	<i>Fuel—</i>	Tons.	Tons.	Tons.	Rs.
24·01	Coal and coke and patent fuel—				
	For the public	232	12,026	12,258	30,836
24·02	For foreign railways and home line constructions.	Nil.	Nil.	Nil.	Nil.
24·03	Total	232	12,026	12,258	30,836
24·04	Oil fuel	170	983	1,153	17,519
24·05	Firewood and other fuel ...	4,248	1,199	5,447	12,864
	<i>Heavy merchandise—</i>				
24·06	Rice in the husk	224	291	515	2,388
24·07	Rice not in the husk	1,350	17,216	18,566	1,60,885
24·08	Gram and pulse	7,647	18,225	25,872	2,73,951
24·09	Wheat	10,238	15,871	26,109	1,78,655
24·10	Jawar and bajra	6,145	10,118	16,263	93,009
24·11	Other grains	6,783	46,907	53,690	5,55,145
24·12	Marble and stone	87,237	6,296	93,533	3,18,574
24·13	Salt	31,200	846	32,046	1,38,216
24·14	Gur, jagree, molasses, etc ...	791	12,316	13,107	1,00,412
24·15	Sugar, refined and unrefined ...	466	12,687	13,153	1,14,412
24·16	Wood, unwrought	1,083	2,925	4,008	23,451
24·17	Metallic ores	Nil.	3	3	95
24·18	Oil seeds	21,871	3,648	25,519	1,86,481
24·19	Cotton, raw, pressed	10,927	16,535	27,462	6,53,458
24·20	Total heavy merchandise ...	185,962	163,884	349,846	27,99,132
	<i>Light merchandise—</i>				
24·21	Cotton, raw, unpressed	15,422	489	15,911	1,13,291
24·22	Cotton, manufactured	754	10,307	11,061	2,12,849
24·23	Fodder	3,553	3,242	6,795	33,251
24·24	Fruits and vegetables, fresh ...	2,054	3,526	5,580	43,017
24·25	Jute, raw	Nil.	24	24	158
24·26	Iron and steel, wrought	3,246	14,701	17,947	2,92,375
	<i>Kerosine oil—</i>				
24·27	Kerosine oil in tins	104	8,022	8,126	1,63,065
24·28	Kerosine oil in bulk	169	414	583	14,149
24·29	Petrol in tins	147	1,566	1,713	67,225
24·30	Petrol in bulk	380	8	388	16,290
24·31	Total	800	10,010	10,810	2,60,729
24·32	Tobacco	593	3,350	3,943	64,258
24·33	Provisions	4,060	6,517	10,577	1,25,279
24·34	Manures (all kinds)	Nil.	70	70	694
24·35	Total light merchandise ...	30,482	52,236	82,718	11,45,901
24·36	Military stores	Nil.	431	431	6,718
24·37	Railway materials	121,346	11,516	132,862	1,88,107
24·38	Other commodities	47,673	49,780	97,453	10,28,490
24·39	Total (excluding live-stock) items 24·03 + 24·04 + 24·05 + 24·20 + 24·35 + 24·36 + 24·37 + 24·38) ..	390,113	292,055	682,168	52,29,567
24·40	Live Stock	1,621	14	1,635	12,380
	<i>Materials and stores on revenue account—</i>				
24·41	Fuel	3,024	52,958	55,982	1,33,628
24·42	General Stores and materials ...	132,129	5,571	137,700	96,076
24·43	Total	135,153	58,529	193,682	2,29,704
24·44	Grand total (Items 24·39 + 24·40 + 24·43)	526,887	350,598	877,485	54,71,651

Kerosine Oil.—There is a decrease of 422 tons representing decrease in freight amounting to Rs. 49,143/- which is attributable to reduction in freight which has not brought in more traffic.

Railway Materials.—The decrease is trifling. The increase in weight against decrease in freight is due to materials being hauled for shorter distances for Home Line Construction and to a considerable drop in traffic for Bikaner State Railway from *via* Marwar Railway Junction, Kuchaman Road and Hyderabad.

8. Train-Miles.—Statement below shows train-miles for the year ending 31st March 1929, compared with the corresponding period of the previous year:—

Description of trains.	Whole System.		
	1927-28.	1928-29.	Difference.
	Miles.	Miles.	Miles.
Passenger	460,582	459,454	—1,128
Mixed	833,211	848,857	+15,646
Goods	423,619	403,082	—20,537
Departmental	62,262	98,579	+36,317
Total ...	1,779,674	1,809,972	+30,298

Increase in Mixed train-miles is chiefly due to opening of Makrana-Parbatsar Section from 1st August 1928.

Decrease in Goods train-miles is due to less number of goods trains run. This reflects a vast improvement over last year's figures in average train load.

Increase in Departmental train-miles is due to more material trains having run on account of construction of Makrana-Parbatsar line and conversion of Pipar-Bilara Light Railway into Metre-gauge etc.

9. Analysis of working expenses.—The Working Expenses of all the Railways comprising the system were Rs. 68,32,711/- in the year under review against Rs. 73,92,595/- in 1927-28.

No. 24.—Statement of Commodities.—(Pipar-Bilara Light Railway).

(For 4 months i.e., from April 1928 to July 1928.)

Item.	Commodity.	Quantity originating on home line whether local or foreign	Other traffic.	Total.	Earnings from each commodity.
1	2	3	4	5	6
	<i>Fuel—</i>	Tons.	Tons.	Tons.	Rs.
	Coal and coke and patent fuel—				
24·01	For the public ... ..	...	92	92	50
24·02	For foreign railways and home line constructions	Nil.	Nil.	Nil.	Nil.
24·03	Total	Nil.	92	92	50
24·04	Oil fuel	Nil.	Nil.	Nil.	Nil.
24·05	Firewood and other fuel... ..	Nil.	Nil.	Nil.	3
	<i>Heavy merchandise—</i>				
24·06	Rice in the husk... ..	Nil.	Nil.	Nil.	Nil.
24·07	Rice not in the husk	Nil.	10	10	37
24·08	Gram and pulse	94	8	102	250
24·09	Wheat	800	3	803	2,281
24·10	Jawar and bajra	64	1	65	162
24·11	Other grains	95	22	117	298
24·12	Marble and stone	Nil.	42	42	60
24·13	Salt	Nil.	53	53	129
24·14	Gur, jaggree, molasses, etc.	2	30	32	80
24·15	Sugar, refined and unrefined	Nil.	47	47	128
24·16	Wood, unwrought	3	2	5	22
24·17	Metallic ores	Nil.	Nil.	Nil.	Nil.
24·18	Oil seeds... ..	188	29	217	354
24·19	Cotton, raw, pressed	470	...	470	957
24·20	Total heavy merchandise	1,716	247	1,963	4,758
	<i>Light merchandise—</i>				
24·21	Cotton, raw, unpressed	3	333	336	1,419
24·22	Cotton, manufactured	15	46	61	201
24·23	Fodder	Nil.	Nil.	Nil.	2
24·24	Fruits and vegetables, fresh	100	1	101	235
24·25	Jute, raw	Nil.	Nil.	Nil.	Nil.
24·26	Iron and steel, wrought... ..	7	46	53	181
	<i>Kerosine oil—</i>				
24·27	Kerosine oil in tins	1	9	10	35
24·28	Kerosine oil in bulk	Nil.	Nil.	Nil.	Nil.
24·29	Petrol in tins	Nil.	3	3	20
24·30	Petrol in bulk	Nil.	Nil.	Nil.	Nil.
24·31	Total	1	12	13	55
24·32	Tobacco	2	26	28	91
24·33	Provisions	6	13	19	53
24·34	Manures (all kinds)	Nil.	Nil.	Nil.	Nil.
24·35	Total light merchandise	134	477	611	2,237
24·36	Military stores	Nil.	Nil.	Nil.	Nil.
24·37	Railway materials	2,722	Nil.	2,722	7,355
24·38	Other commodities	109	88	197	888
24·39	Total (excluding live-stock) (items 24·03 + 24·04 + 24·05 + 24·20 + 24·35 + 24·36 + 24·37 + 24·38).	4,681	904	5,585	15,291
24·40	Live stock	Nil.	Nil.	Nil.	Nil.
	<i>Materials and stores on revenue account—</i>				
24·41	Fuel	Nil.	Nil.	Nil.	Nil.
24·42	General Stores and materials	3	Nil.	3	2
24·43	Total... ..	3	Nil.	3	2
24·44	Grand total (Items 24·39 + 24·40 + 24·43)	4,684	904	5,588	15,293

No. 25.—GENERAL RESULTS OF WORKING.

Item.	Heading.	Percentage or Amount.	
	FINANCIAL RESULTS.	Metre Gauge.	Narrow Gauge.
*25-01	Percentage of net earnings (including steam-boat traffic) on capital outlay on lines open and partly open, <i>i.e.</i> , on the revenue earning mileage	Percent 7.42	—58.91
25-02	Percentage of net earnings on paid-up-capital	Percent. ...	...
	OUTLAY, EARNINGS AND EXPENSES.		
	<i>(Exclusive of steam-boat Earnings and Expenditure on the Maintenance and Working of Ferry Steamers and Harbours.)</i>		
†25-03	Capital outlay per route mile	Rs. 53,093.06	11,602.22
25-04	Gross earnings per mean mile worked	Rs. 11,652.33	1,128.17
25-05	Gross earnings per mean mile worked per week	Rs. 223.47	21.64
25-06	Working expenses per mean mile worked per week	Rs. 146.10	154.83
25-07	Gross earnings per train mile	Rs. 5.64	2.26
25-08	Working expenses per train mile	Rs. 3.69	16.18
25-09	Net earnings per train mile	Rs. 1.95	—13.92
25-10	Net earnings per mean mile worked	Rs. 4,034.14	—6,945.31
25-11	Cost per 1,000 gross ton-miles (including weight of engines)	Rs. 10.52	307.48
25-12	Percentage of total working expenses on total earnings	Percent. 65.38	715.63
25-13	Percentage of total working expenses on total earnings, excluding from both sides of the account the expenses and earnings respectively, due to the carriage of revenue stores	Percent. 65.05	715.67
	<i>(Inclusive of Steam-boat Earnings and Expenditure on the Maintenance and Working of Ferry Steamers and Harbours.)</i>		
25-14	Percentage of total working expenses on total earnings	Percent. 65.38	715.63
	DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC.		
25-15	Total working expenses for both coaching and goods traffic, excluding Expenditure on the Maintenance and Working of Ferry Steamers and Harbours and after deducting telegraph and sundry earnings and leaving only the balance of payments to other lines for mileage, hire charges etc.	Rs. 61,34,832	2,00,626
25-16	Proportions, dividing expenditures in ratio of gross ton-mileage— Coaching	Rs. 23,85,518	54,684
25-17	Goods	Rs. 37,49,314	1,45,942
	COACHING TRAFFIC.		
25-18	Coaching earnings per train-mile	Rs. 4.92	4.08
25-19	Earnings per coaching vehicle per mile	Pies. 43.27	77.94
25-20	Cost of hauling a passenger train one mile	Rs. 2.81	17.57
25-21	Cost of hauling a passenger vehicle one mile	Pies. 24.70	335.74
25-22	Profit on working a passenger train one mile	Rs. 2.11	—13.49
25-23	Profit on working a passenger vehicle one mile	Pies. 18.57	—257.80
	GOODS TRAFFIC.		
25-24	Goods earnings per train-mile	Rs. 5.76	7.58
25-25	Earnings per goods vehicle per mile (excluding brakes)	Pies. 31.57	150.58
25-26	Cost of hauling a goods train one mile	Rs. 3.95	72.11
25-27	Cost of hauling a goods vehicle one mile	Pies. 21.65	1,432.49
25-28	Cost of hauling a goods unit (<i>viz.</i> , one ton), one mile	Pies. 5.26	134.96
25-29	Cost of hauling a goods unit one mile (including interest on capital expended on open line at the rate of 5½ per cent. per annum. Rs. 15,90,914)	Pies. 7.50	281.76
25-30	Profit on working a goods train one mile	Rs. 1.81	—64.53
25-31	Profit on working a goods vehicle one mile	Pies. 9.92	—1,281.91
25-32	Profit on working a goods unit (<i>viz.</i> , one ton), one mile	Pies. 2.45	—120.57

* Item 25-01 Jodhpur Railway 6.74 Jodhpur-Hyderabad Railway 9.76 Mirpurkhas Jhudo Railway 13.83 and Mirpurkhas Khadro Railway 10.32.

† Item 25-03 Jodhpur Railway 57,209.68 Jodhpur-Hyderabad Railway 59,095.55 Mirpurkhas Jhudo Railway 18,975.00 and Mirpurkhas Khadro Railway 17,302.77.

‡ NOTE.—Figures for Narrow Gauge pertain to 4 months only, *i.e.* from April 1928 to July 1928.

No. 26.—WORKING EXPENSES.—(Continued).

TABLE A.—(Metre-gauge).

Maintenance of Structural Works.

REFERENCE TO ACCOUNTS.		Details.	a.	b.	c.	d.	e.
Abstract and minor head	Sub head.		Total Amount.	Per mile of line maintained.	Per mile of track including sidings.	Per train mile.	Percentage of total expenditure under Abstracts A to G.
				891.92	1,049.27	1,797.576	66,32,085
A. I		GENERAL ADMINISTRATION.	Rs.	Rs.	Rs.	As.	
	1	<i>Management and Control—</i>					
		(a) Salaries—					
		(i) Administrative and Executive Officers.	77,698	87.11	74.12	0.69	1.17
		(ii) Subordinate Supervising Staff ...	35,198	39.46	33.58	0.31	0.53
		(iii) Office Staff	37,646	42.21	35.91	0.33	0.57
		(b) Travelling and other compensatory allowances	3,366	3.77	3.21	0.03	0.05
		(c) Contingent office expenses	15,828	17.75	15.10	0.14	0.24
		TOTAL GENERAL ADMINISTRATION ...	1,69,736	190.30	161.92	1.50	2.56
II		ORDINARY REPAIRS AND MAINTENANCE.					
	1	<i>Structural Works—</i>					
		(a) Track (Running lines, sidings and yards).	5,03,129	564.10	479.96	4.48	7.59
		(b) Bridges and Tunnels	13,608	15.26	12.98	0.12	0.20
		(c) Miscellaneous	1,46,106	163.81	139.38	1.30	2.20
	2	<i>Equipment</i>	39,897	44.73	38.06	0.36	0.60
	3	<i>Conservancy of Rivers</i> ... ..	...	...	...	...	...
	4	<i>Plantations, Nurseries, Gardens</i>	1,700	1.91	1.62	0.02	0.03
	5	<i>New Minor Works</i>	35,348	39.62	33.72	0.31	0.53
	6	<i>Miscellaneous expenses</i>	37,263	41.78	35.55	0.33	0.56
		TOTAL ORDINARY REPAIRS AND MAINTENANCE.	7,77,051	871.22	741.27	6.92	11.71
IV		REPLACEMENT AND RENEWALS.					
	1	<i>Structural Works—</i>					
		(a) Track (Running lines, sidings and yards).	5,46,526	612.75	521.36	4.86	8.24
		(b) Bridges and Tunnels	4,358	4.89	4.16	0.04	0.07
		(c) Miscellaneous	8,706	9.76	8.30	0.08	0.13
	2	<i>Equipment—</i>	1,718	1.92	1.64	0.02	0.03
		TOTAL REPLACEMENT AND RENEWALS ...	5,61,308	629.32	535.46	5.00	8.47
		TOTAL MAINTENANCE OF STRUCTURAL WORKS.	15,08,095	1,690.84	1,438.65	13.42	22.74
		Deduct.—Value of stores returned to stock ...	37,931	42.53	36.18	0.34	0.57
		NET TOTAL ...	14,70,164	1,648.31	1,402.47	13.08	22.17

No. 26.—WORKING EXPENSES.—*Continued.*

TABLE A.—(Narrow Gauge).

Maintenance of Structural Works.

REFERENCE TO ACCOUNTS.		Details.	a.	b.	c.	d.	e.
Abstract & minor head.	Sub-head.		Total Amount.	Per mile of line maintained.	Per mile of track including sidings.	Per train mile.	Percentage of total expenditure under Abstracts A to G.
				25.25	26.02	12.396	2,00,626
A. I		GENERAL ADMINISTRATION.	Rs.	Rs.	Rs.	As.	
	1	Management and Control—					
		(a) Salaries—					
		(i) Administrative and Executive Officers.	...	...	...	...	...
		(ii) Subordinate Supervising Staff	231	9.15	8.88	0.30	0.12
		(iii) Office Staff	...	...	...	...	...
		(b) Travelling and other compensatory allowances	...	...	...	...	...
		(c) Contingent office expenses	...	...	...	...	...
		TOTAL GENERAL ADMINISTRATION.	231	9.15	8.88	0.30	0.12
II		ORDINARY REPAIRS AND MAINTENANCE.					
	1	Structural Works—					
		(a) Track (Running lines, sidings and yards).	1,344	53.23	51.65	1.73	0.67
		(b) Bridges and Tunnels	...	...	...	...	...
		(c) Miscellaneous	8	0.32	0.31	0.01	0.00
	2	Equipment	91	3.60	3.50	0.12	0.05
	3	Conservancy of Rivers	...	...	...	...	...
	4	Plantations, Nurseries, Gardens	...	...	...	...	...
	5	New Minor Works	...	...	...	...	...
	6	Miscellaneous expenses	...	...	...	...	...
		TOTAL ORDINARY REPAIRS AND MAINTENANCE.	1,443	57.15	55.46	1.86	0.72
IV		REPLACEMENT AND RENEWAL.					
	1	Structural Works—					
		(a) Track (Running lines, sidings and yards)	2,14,045	8,477.03	8,226.17	276.28	106.69
		(b) Bridges and Tunnels	6,263	248.04	240.70	8.08	3.12
		(c) Miscellaneous	3,500	138.61	134.51	4.52	1.74
	2	Equipment—	...	...	...	...	...
		TOTAL REPLACEMENT AND RENEWALS	2,23,808	8,863.68	8,601.38	288.88	111.55
		TOTAL MAINTENANCE OF STRUCTURAL WORKS.	2,25,482	8,929.98	8,665.72	291.04	112.89
		Deduct. —Value of stores returned to stock	67,292	2,665.03	2,586.17	86.86	33.54
		NET TOTAL	1,58,190	6,264.95	6,079.55	204.18	78.85

No. 26.—Working Expenses.—*Contd.*
TABLE B.—(Metre Gauge).
Maintenance and Supply of Locomotive Power.

REFERENCE TO ACCOUNTS.		Details.	a.	b.	c.	d.	e.
Abstract & minor head.	Sub-head.		Total Amount.	Per engine mile.	Per 1 000 gross ton miles.	Per train mile.	Percentage of total expenditure under Abstracts A. to G. 66,32,085
				2,167,313	583,187,923	1,797,576	
B. I		GENERAL ADMINISTRATION.	Rs.	Rs.	Rs.	As.	
	1	<i>Management and Control—</i>					
		(a) Salaries—					
		(i) Administrative & Executive Officers.	19,565	0·01	0·03	0·17	0·30
		(ii) Subordinate Supervising Staff ...	50,526	0·02	0·09	0·45	0·76
		(iii) Office Staff	43,103	0·02	0·07	0·38	0·65
		(b) Travelling & other compensatory allowances	2,525	0·00	0·00	0·02	0·04
		(c) Contingent office expenses	6,180	0·00	0·02	0·06	0·09
		TOTAL GENERAL ADMINISTRATION ...	1,21,899	0·05	0·21	1·08	1·84
II		ORDINARY REPAIRS AND MAINTENANCE.					
	1	<i>Locomotives—</i>					
		(a) Running repairs	2,08,602	0·10	0·36	1·86	3·15
		(b) Workshop repairs	2,69,618	0·13	0·46	2·40	4·07
	2	<i>Rail motors</i> ... ..	...	...	...	...	...
	3	<i>Equipment—</i>					
		(a) Machinery and tools	22,961	0·01	0·04	0·20	0·35
		(b) Miscellaneous	477	0·00	0·00	0·00	0·01
	4	<i>New Minor Works</i>	4,457	0·00	0·01	0·04	0·07
		TOTAL ORDINARY REPAIRS & MAINTENANCE.	5,06,115	0·24	0·87	4·50	7·65
III		OPERATING EXPENSES.					
	1	<i>Running Staff—</i>					
		(a) Wages & allowances of locomotive crews.	1,57,321	0·07	0·27	1·40	2·37
		(b) Shed & yard cleaning & fueling staff ...	44,553	0·02	0·08	0·40	0·67
		(c) Contingent charges including clothing ...	6,176	0·00	0·01	0·05	0·09
	2	<i>Fuel</i>	7,99,321	0·37	1·37	7·11	12·05
	3	<i>Water, wages and stores</i>	1,26,794	0·06	0·22	1·13	1·91
	4	<i>Oil, tallow, and other stores...</i>	22,150	0·01	0·04	0·20	0·33
	5	<i>Rail motors</i> ... ..	...	...	...	...	...
	6	<i>Payments to other railways—Net</i>	88,580	0·04	0·15	0·79	1·34
	7	<i>Miscellaneous expenses</i>	12,239	0·01	0·02	0·11	0·18
		TOTAL OPERATING EXPENSES ...	12,57,134	0·58	2·16	11·19	18·94
IV		REPLACEMENT AND RENEWAL.					
	1	<i>Locomotives—</i>					
		(a) Workshop charges ... ..	...	...	...	...	...
		(b) Direct charges	2,83,159	0·13	0·48	2·52	4·27
	2	<i>Boilers—</i>					
		(a) Workshop charges ... ..	...	...	...	...	...
		(b) Direct charges	17,489	0·01	0·03	0·16	0·26
	3	<i>Rail motors</i> ... ..	...	...	...	...	...
	4	<i>Equipment—</i>					
		(a) Workshop charges	58,672	0·03	0·10	0·52	0·88
		(b) Direct charges... ..	...	...	...	...	...
		TOTAL REPLACEMENT & RENEWAL ...	3,59,320	0·17	0·61	3·20	5·41
		TOTAL MAINTENANCE & SUPPLY OF LOCOMOTIVE POWER	22,44,468	1·04	3·85	19·97	33·84
		Deduct.—Value of stores returned to stock ...	31,804	0·02	0·06	0·28	0·48
		NET TOTAL ...	22,12,664	1·02	3·79	19·69	33·36
		Net total (excluding Rail motors) ...	22,12,664	1·02	3·79	19·69	33·36

No. 26.—Working Expenses—*contd.*

TABLE B.—(Narrow Gauge).

Maintenance and Supply of Locomotive Power.

REFERENCE TO ACCOUNTS.		Details.	a.	b.	c.	d.	e.
Abstract & minor head.	Sub- head.		Total Amount.	Per engine mile. 12,421	Per 1,000 gross ton miles. 652,494	Per train mile. 12,396	Percentage of total expenditure under Abstracts A. to G. 2,00,628
B. I		GENERAL ADMINISTRATION.	Rs.	Rs.	Rs.	As.	
	1	<i>Management and Control—</i>					
		(a) Salaries—					
		(i) Administrative and Executive Officers.	...	...	...	...	...
		(ii) Subordinate Supervising Staff ...	—9	—0·00	—0·01	—0·01	—0·00
		(iii) Office Staff ...	...	...	...	...	...
		(b) Travelling and other compensatory allow- ances ...	...	...	...	...	...
		(c) Contingent office expenses ...	...	...	...	...	...
		TOTAL GENERAL ADMINISTRATION ...	—9	—0·00	—0·01	—0·01	—0·00
II		ORDINARY REPAIRS AND MAINTENANCE					
	1	<i>Locomotives—</i>					
		(a) Running repairs ...	267	0·02	0·41	0·35	0·13
		(b) Workshop repairs ...	158	0·01	0·24	0·20	0·08
	2	<i>Rail motors</i> ...	...	...	...	...	...
	3	<i>Equipment—</i>					
		(a) Machinery and tools ...	...	...	...	...	...
		(b) Miscellaneous ...	...	...	...	...	...
	4	<i>New Minor Works</i> ...	...	...	...	...	...
		TOTAL ORDINARY REPAIRS AND MAINTENANCE.	425	0·03	0·65	0·55	0·21
III		OPERATING EXPENSES.					
	1	<i>Running Staff—</i>					
		(a) Wages and allowances of locomotive crews ...	368	0·03	0·56	0·48	0·18
		(b) Shed and yard cleaning and fueling staff	54	0·01	0·08	0·07	0·03
		(c) Contingent charges including clothing ...	...	...	...	...	...
	2	<i>Fuel</i> ...	4,543	0·37	6·96	5·86	2·27
	3	<i>Water, wages and stores</i> ...	286	0·02	0·44	0·37	0·14
	4	<i>Oil, tallow, and other stores</i> ...	163	0·01	0·25	0·21	0·08
	5	<i>Rail motors</i> ...	...	...	...	...	...
	6	<i>Payments to other railways—Net</i> ...	...	...	...	...	...
	7	<i>Miscellaneous expenses</i> ...	2	0·00	0·00	0·00	0·00
		TOTAL OPERATING EXPENSES ...	5,416	0·44	8·29	6·99	2·70
IV		REPLACEMENT AND RENEWAL.					
	1	<i>Locomotives—</i>					
		(a) Workshop charges ...	...	...	...	...	...
		(b) Direct charges ...	21,235	1·71	32·55	27·41	10·58
	2	<i>Boilers—</i>					
		(a) Workshop charges ...	...	...	...	...	...
		(b) Direct charges ...	...	...	...	...	...
	3	<i>Rail motors</i> ...	...	...	...	...	...
	4	<i>Equipment—</i>					
		(a) Workshop charges ...	...	...	...	...	...
		(b) Direct charges ...	...	...	...	...	...
		TOTAL REPLACEMENT AND RENEWAL ...	21,235	1·71	32·55	27·41	10·58
		TOTAL MAINTENANCE AND SUPPLY OF LOCO- MOTIVE POWER ...	27,067	2·18	41·48	34·94	13·49
		<i>Deduct—Value of stores returned to stock</i> ...	6,350	0·51	9·73	8·20	3·16
		NET TOTAL ...	20,717	1·67	31·75	26·74	10·33
		Net total (excluding Rail motors) ...	20,717	1·67	31·75	26·74	10·33

No. 26.—Working Expenses—*contd.*
TABLE C.—(Metre Gauge.)
Maintenance of Carriage and Wagon Stock.

REFERENCE TO ACCOUNTS.		Details.	a.	b.	c.	d.
Abstract & minor head.	Sub-head.		Total Amount.	Per 1,000 vehicle miles run by home and foreign vehicles.	Per train mile.	Percentage of total expenditure under Abstracts A. to G.
				55,421,089	1,797,576	66,32,085
C. I.		GENERAL ADMINISTRATION.	Rs.	Rs.	As.	
	1	<i>Management and Control—</i>				
		(a) Salaries—				
		(i) Administrative and Executive Officer	19,564	0.35	0.17	0.29
		(ii) Subordinate Supervising Staff ...	37,862	0.68	0.34	0.57
		(iii) Office Staff	34,341	0.62	0.31	0.52
		(b) Travelling & other compensatory allowances	639	0.01	0.01	0.01
		(c) Contingent office expenses	5,860	0.11	0.05	0.09
		TOTAL GENERAL ADMINISTRATION ...	98,266	1.77	0.88	1.48
II.		ORDINARY REPAIRS AND MAINTENANCE.				
	1	<i>Coaching Vehicles—</i>				
		(a) Running repairs	28,421	1.53	0.25	0.43
		(b) Workshop repairs—				
		(i) Passenger carriages	1,84,298	9.91	1.64	2.78
		(ii) Other Coaching vehicles	13,945	0.75	0.12	0.21
	2	<i>Goods Vehicles—</i>				
		(a) Running repairs	54,293	1.47	0.48	0.82
		(b) Workshop repairs	1,04,221	2.83	0.93	1.57
	3	<i>Running Repairs to Foreign Ry. Vehicles...</i>	7,808	0.14	0.07	0.11
	4	<i>Equipment—</i>				
		(a) Machinery and Tools	22,159	0.40	0.20	0.33
		(b) Miscellaneous	1,704	0.03	0.02	0.03
	5	<i>New Minor Works</i>	9,917	0.18	0.09	0.15
		TOTAL ORDINARY REPAIRS AND MAINTENANCE	4,26,766	7.70	3.80	6.43
III.		OPERATING EXPENSES.				
	1	<i>Inspection of running vehicles—</i>				
		(a) Examiners, cleaners, oilers, etc.	33,628	0.61	0.30	0.51
		(b) Oil, grease and other stores	8,035	0.14	0.07	0.12
	2	<i>Payments to other railways—Net</i>	1,48,532	2.68	1.32	2.24
	3	<i>Miscellaneous</i>	6,085	0.11	0.05	0.09
		TOTAL OPERATING EXPENSES ...	1,96,280	3.54	1.74	2.96
IV.		REPLACEMENT AND RENEWAL.				
	1	<i>Coaching Vehicles—</i>				
		(a) Workshop charges ... ..	...	...	...	...
		(b) Direct charges	2,02,178	10.87	1.80	3.05
	2	<i>Goods Vehicles—</i>				
		(a) Workshop charges ... ..	...	...	...	...
		(b) Direct charges	1,89,702	5.15	1.69	2.86
	3	<i>Equipment—</i>				
		(a) Workshop—Machinery	56,082	1.01	0.50	0.85
		(b) Other ... ..	...	...	...	...
		TOTAL REPLACEMENT AND RENEWAL ...	4,47,962	8.08	3.99	6.76
		TOTAL MAINTENANCE OF CARRIAGE AND WAGON STOCK	11,69,274	21.09	10.41	17.63
		Deduct.—Value of stores returned to stock ...	20,430	0.36	0.18	0.31
		NET TOTAL ...	11,48,844	20.73	10.23	17.32

* Represents Vehicle miles in terms of 4 wheelers and for this purpose—A. Bogie.....= 2 four wheeler.
Do. Do. Do. A. 6 wheeler.....= 1 four wheeler.

No. 26.—Working Expenses—*contd.*

TABLE C.—(Narrow Gauge).

Maintenance of Carriage and Wagon Stock.

REFERENCE TO ACCOUNTS.		Details.	a.	b.	c.	d.
Abstract & minor head.	Sub-head.		Total Amount.	Per 1,000 vehicle miles run by home and foreign vehicles. *129,554	Per train mile. 12,396	Percentage of total expenditure under Abstracts A. to G. 200,626
C. I		GENERAL ADMINISTRATION.	Rs.	Rs.	As.	
	1	<i>Management and Control—</i>				
		(a) Salaries—				
		(i) Administrative and Executive Officer.	...	...	...	...
		(ii) Subordinate Supervising Staff ...	...	...	...	...
		(iii) Office Staff ... ..	...	...	...	...
		(b) Travelling and other compensatory allowances ... ..	...	...	...	...
		(c) Contingent office expenses ... ..	...	...	...	...
		TOTAL GENERAL ADMINISTRATION ...	...	...	...	...
II		ORDINARY REPAIRS AND MAINTENANCE.				
	1	<i>Coaching Vehicles—</i>				
		(a) Running repairs ... ..	...	...	...	...
		(b) Workshop repairs.—				
		(i) Passenger carriages... ..	18	0.58	0.02	0.01
		(ii) Other Coaching vehicles ... ..	...	...	...	...
	2	<i>Goods Vehicles—</i>				
		(a) Running repairs ... ..	...	...	...	...
		(b) Workshop repairs	8	0.08	0.01	...
	3	<i>Running Repairs to Foreign Railway Vehicles</i> ... ..	...	...	...	...
	4	<i>Equipment—</i>				
		(a) Machinery and Tools ... ..	...	...	...	...
		(b) Miscellaneous ... ..	...	...	...	...
	5	<i>New Minor Works</i> ... ..	...	...	...	...
		TOTAL ORDINARY REPAIRS AND MAINTENANCE	26	0.20	0.03	0.01
III		OPERATING EXPENSES.				
	1	<i>Inspection of running vehicles—</i>				
		(a) Examiners, cleaners, oilers, etc....	69	0.53	0.09	0.03
		(b) Oil, grease and other stores	16	0.12	0.02	0.01
	2	<i>Payments to other railways—Net</i> ... ..	...	...	...	...
	3	<i>Miscellaneous</i>	1	0.01	...	...
		TOTAL OPERATING EXPENSES ...	86	0.66	0.11	0.04
IV		REPLACEMENT AND RENEWAL.				
	1	<i>Coaching Vehicles—</i>				
		(a) Workshop charges	11,037	352.94	14.25	5.50
		(b) Direct charges	15,561	497.60	20.09	7.76
	2	<i>Goods Vehicles—</i>				
		(a) Workshop charges ... ..	...	...	...	...
		(b) Direct charges	3,660	37.24	4.72	1.83
	3	<i>Equipment—</i>				
		(a) Workshop—Machinery ... ..	...	...	...	...
		(b) Other ... ..	...	...	...	...
		TOTAL REPLACEMENT AND RENEWAL ...	30,258	233.56	39.06	15.09
		TOTAL MAINTENANCE OF CARRIAGE AND WAGON STOCK	30,370	234.42	39.20	15.14
		<i>Deduct—Value of stores returned to stock</i> ...	11,037	85.19	14.25	5.50
		NET TOTAL	19,333	149.23	24.95	9.64

* Represents Vehicle miles in terms of 4 wheelers and for this purpose—A. Bogie.....=2 four wheeler.

TABLE D.

Maintenance and Working of Ferry Steamers and Harbours—Nil.

No. 26.—Working Expenses.—Contd.

TABLE E.—(Metre Gauge).

Expenses of Traffic Department.

REFERENCE TO ACCOUNTS.		Details.	a. Total Amount.	b. Per train mile. 1,797,576	c. Percentage of total expenditure under Abstracts A to G. 66,32,085
Abstract & minor head.	Sub-head.				
E. I.		GENERAL ADMINISTRATION.	Rs.	As.	
	1	Management and Control—			
		(a) Salaries—			
		(i) Traffic Manager, Deputies and Assistants...	...	...	...
		(ii) Subordinate and Supervising Staff...	60,478	0.54	0.91
		(iii) Office Staff ...	59,766	0.53	0.90
		(b) Travelling and other compensatory allowances ...	4,322	0.04	0.07
		(c) Contingent office expenses ...	2,286	0.02	0.03
		TOTAL GENERAL ADMINISTRATION ...	1,26,852	1.13	1.91
II.		ORDINARY REPAIRS AND MAINTENANCE.			
	1	Equipment ...	44,327	0.40	0.67
		TOTAL ORDINARY REPAIRS AND MAINTENANCE ...	44,327	0.40	0.67
III.		OPERATING EXPENSES.			
	1	Salaries, Wages and allowances—			
		(a) General Operating Staff (Inspectors, Canvassers, etc.)	14,536	0.13	0.22
		(b) Station Staff ...	2,83,455	2.52	4.27
		(c) Train Staff ...	64,325	0.57	0.97
		(d) Mileage and overtime of Train Staff...	28,468	0.25	0.43
		(e) Travelling Ticket Examining Staff ...	22,497	0.20	0.34
	2	Fires, lights and general stores for stations and sheds ...	56,023	0.50	0.85
	3	Lighting, water and general stores in trains ...	65,033	0.58	0.98
	4	Clothing ...	19,902	0.18	0.30
	5	Stationery, forms and tickets ...	51,354	0.46	0.77
	6	Expenses on handling, collection and delivery of goods	42,318	0.38	0.64
	7	Expenses at out-agencies ...	...	...	...
	8	Payments to other railways—Net	64,500	0.58	0.97
	9	Conference hire & penalty charges on interchanged stock	23,817	0.21	0.36
	10	Compensation for goods, etc., lost or damaged Less sale proceeds of unclaimed and damaged goods ...	2,515	0.02	0.04
	11	Miscellaneous Expenses ...	—787	—0.01	—0.01
		TOTAL OPERATING EXPENSES ...	7,37,956	6.57	11.13
IV.		REPLACEMENT AND RENEWAL.			
	1	Equipment ...	4,838	0.04	0.07
		TOTAL REPLACEMENT AND RENEWAL ...	4,838	0.04	0.07
		TOTAL EXPENSES OF TRAFFIC DEPARTMENT ...	9,13,973	8.14	13.78
		Deduct.—Value of Stores returned to stock ...	13,877	0.13	0.21
		NET TOTAL ...	9,00,096	8.01	13.57

TABLE D.

Maintenance and Working of ferry Steamers and harbours—*Nil.*No. 26.—Working Expenses.—*Contd.*

TABLE E.—(Narrow Gauge).

Expenses of Traffic Department.

REFERENCE TO ACCOUNTS.		Details.	a. Total Amount.	b. Per train mile. 12,396	c. Percentage of total expenditure Abstracts A to G. 2,00,626
Abstract & minor head.	Sub-head.				
E. I.		GENERAL ADMINISTRATION.	Rs.	As.	
	1	<i>Management and Control—</i>			
		(a) Salaries—			
		(i) Traffic Manager, Deputies and Assistants... ..	...	...	...
		(ii) Subordinate and Supervising Staff... ..	...	...	...
		(iii) Office Staff ... ..	...	...	...
		(b) Travelling and other compensatory allowances ... ..	...	...	...
		(c) Contingent office expenses ... ..	...	...	...
		TOTAL GENERAL ADMINISTRATION ... ..	...	...	...
II.		ORDINARY REPAIRS AND MAINTENANCE.			
	1	<i>Equipment</i>	—4	—0·01	...
		TOTAL ORDINARY REPAIRS AND MAINTENANCE	—4	—0·01	...
III.		OPERATING EXPENSES.			
	1	<i>Salaries, Wages and allowances—</i>			
		(a) General Operating Staff (Inspectors, Canvassers, etc)	...	...	...
		(b) Station Staff	1,049	1·36	0·52
		(c) Train Staff	120	0·16	0·06
		(d) Mileage and overtime of Train Staff	41	0·05	0·02
		(e) Travelling Ticket Examining Staff ... ..	...	...	...
	2	<i>Fires, lights and general stores for stations and sheds</i>	...	...	...
	3	<i>Lighting, water and general stores in trains</i> ... ..	...	...	...
	4	<i>Clothing</i> ... ..	...	...	...
	5	<i>Stationery, forms and tickets</i>	111	0·14	0·05
	6	<i>Expenses on handling, collection and delivery of goods</i>	342	0·44	0·17
	7	<i>Expenses of out-agencies</i> ... ..	...	...	...
	8	<i>Payments to other railways—Net</i>	392	0·51	0·20
	9	<i>Conference hire & penalty charges on interchanged stock</i>	...	...	...
	10	<i>Compensation for goods, etc., lost or damaged. Less sale proceeds of unclaimed and damaged goods</i> ... ..	...	...	...
	11	<i>Miscellaneous expenses</i> ... ..	...	...	...
		TOTAL OPERATING EXPENSES	2,055	2·66	1·02
IV.		REPLACEMENT AND RENEWAL.			
	1	<i>Equipment</i> ... ..	...	...	...
		TOTAL REPLACEMENT AND RENEWAL ... ..	...	...	...
		TOTAL EXPENSES OF TRAFFIC DEPARTMENT	2,051	2·65	1·02
		<i>Deduct.—Value of Stores returned to stock</i> ... ..	...	...	...
		NET TOTAL	2,051	2·65	1·02

The working expenses by departments during the year under review as compared with those during the previous year were as follows:—

Departments.	Works.	Metre-Gauge.			Narrow-Gauge.		
		1927-28.	1928-29.	Difference.	1927-28.	1928-29.	Difference.
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Engineering	Maintenance of Way & Works	26,12,846	14,70,164	-11,42,682	8,078	1,58,190	+1,50,112
Locomotive.	Maintenance & Renewal of engines, cost of fuel & other expenses attributable to motive power	20,93,817	22,12,664	+1,18,847	8,226	20,717	+12,491
Carriage & Wagon ...	Maintenance & Renewal of carriage & Wagon stock	8,75,572	11,48,844	+2,73,272	1,342	19,333	+17,991
Traffic ...	Commercial and Transportation	8,95,054	9,00,096	+5,042	5,905	2,051	-3,854
Agency and others ...	Management Audit, Medical Stores and Police	5,71,168	5,89,808	+18,640	564	158	-406
Miscellaneous ...	Law Charges, Compensation, Contribution to Provident Fund etc.	3,19,678	3,10,509	-9,169	345	177	-168
	Total ...	73,68,135	66,32,085	-7,36,050	24,460	2,00,626	+1,76,166

- (1) **Engineering.**—In so far as the Metre Gauge is concerned, the decrease under Engineering amounts to Rs. 11,42,682/-.

The decrease is mainly due to:—

	Rs.
(a) General Administration	+17,007
(b) Ordinary Repairs and Maintenance	+1,00,824
(c) Replacement and Renewals	-12,60,513
Total ...	-11,42,682

- (a) **General Administration.**—The increase of Rs. 17,007/- under General Administration is due to:—

- (i) The difference between the pay of Deputy Manager Engineering and Executive Engineer who were on leave for $8\frac{1}{2}$ months and $7\frac{1}{2}$ months during 1927-28 and 1928-29 respectively, their leave allowances being debited to a separate sub-head under Abstract F.
- (ii) Usual increments to staff.
- (iii) Less amounts charged to construction during 1928-29 than in the previous year 1927-28.
- (iv) Establishment of Assistant Engineer B's office at Mirpurkhas and also to certain extra appointments having been created during the year.

- (b) **Ordinary Repairs and Maintenance.**—The increase of Rs. 1,00,824/- under Ordinary Repairs and Maintenance is due to:—

- (i) More ballasting having been done in 1928-29 and also to the pay of certain permanent gangs having been charged to this

No. 26.—Working Expenses—*Contd.*
TABLE F.

Expenses of General Department.

REFERENCE TO ACCOUNTS.	Abstract & minor head.	Details.	Metro Gauge.			Narrow Gauge.			Remarks.
			a. Total Amount.	b. Per train mile.	c. Percentage of total expenditure under Abstracts A to G. 69,32,085	a Total Amount.	b Per train mile.	c Percentage of total expenditure under Abstracts A to G. 2,00,625	
F. I.		GENERAL ADMINISTRATION.							
		1	London Boards	Rs. 6,669	As. 0-06	0-10	Rs. ...	As. ...	...
		2	Share of Secretary of State's General Charges	...	...	...	...	...	...
		3	Charges in India for Government supervision, control and audit...	...	...	...	...	...	...
		4	Leave allowance in England	46,349	0-41	0-70	...	...	...
		5	Indian management and control—						
			(a) Agent's Office	73,962	0-66	1-11	...	...	...
			(b) Accounts and Audit Department	1,66,353	1-48	2-51	120	0-15	0-06
			(c) Stores Department	84,315	0-75	1-27	...	...	...
			(d) Cash and Pay Department	14,457	0-13	0-22	8	0-01	...
			(e) Medical Department	15,458	0-14	0-23	53	0-07	0-03
			(f) Telegraph Department	69,337	0-62	1-05	—23	-0-03	-0-01
			(g) Police	21,834	0-19	0-33	...	...	...
6	Miscellaneous expenses	701	0-01	0-01	...	...	...
	TOTAL GENERAL ADMINISTRATION	4,99,435	4-45	7-53	158	0-20	0-08		
II.		ORDINARY REPAIRS AND MAINTENANCE.							
		1	Telegraphs	83,208	0-74	1-25	...	...	...
		2	Equipment	8,476	0-07	0-13	...	...	...
		TOTAL ORDINARY REPAIRS AND MAINTENANCE	91,684	0-81	1-38	...	...	...
IV.		REPLACEMENT AND RENEWAL.							
		1	Electric instruments and telephones	...	...	...	...	...	...
			TOTAL REPLACEMENT AND RENEWAL	...	...	...	...	...	...
		TOTAL EXPENSES OF GENERAL DEPARTMENT	5,91,119	5-26	8-91	158	0-20	0-08	
		Deduct—Value of stores returned to stock	1,311	0-01	0-02	...	...	...
		NET TOTAL	5,89,808	5-25	8-89	158	0-20	0-08	

TABLE G.

Miscellaneous Expenses.

REFERENCE TO ACCOUNTS.	Details.	Metro Gauge.			Narrow Gauge.			Remarks.
		a. Total Amount.	b. Per train mile.	c. Percentage of total expenditure under Abstracts A to G. 66,32,085	a. Total Amount.	b. Per train mile.	c. Percentage of total expenditure Abstracts A to G. 2,00,626	
G. I.	GENERAL ADMINISTRATION.	Rs.	As.		Rs.	As.		
1	Law charges (less costs recovered)	875	0-01	0-01	...	...	...	...
2	Rents of buildings and lands	27,973	0-25	0-42	...	...	...	...
3	Rates and taxes	...	...	...	...	...	...	...
4	Contributions to Provident Institutions	95,806	0-85	1-44	177	0-23	0-09	...
5	Gratuities	85,222	0-31	0-53	...	...	...	...
6	Compensation (other than those included in E. III, 10)	818	0-01	0-01	...	...	...	...
7	Educational grants	356	0-00	0-01	...	...	...	...
8	Health and welfare service	19,375	0-17	0-29	...	...	...	...
9	Publicity expenses	1,422	0-01	0-02	...	...	...	...
10	Fire protection of railway property	314	0-01	0-01	...	...	...	...
11	Expenses in connection with the I.R.C.A.	1,431	0-01	0-02	...	...	...	...
12	Miscellaneous contributions and grants	...	...	...	...	...	...	...
13	Passage Money	10,920	0-10	0-17	...	...	...	...
	TOTAL GENERAL ADMINISTRATION	1,94,512	1-73	2-93	177	0-23	0-09	...
III.	OPERATING EXPENSES.							
1	Indian charges and stores excluding fuel	92,931	0-83	1-40	...	...	...	...
2	Catering Department	6,136	0-06	0-09	...	...	...	...
3	Miscellaneous expenses	17,089	0-15	0-26	...	...	...	...
	TOTAL OPERATING EXPENSES	1,16,156	1-04	1-75	...	...	...	...
	TOTAL MISCELLANEOUS EXPENSES	3,10,668	2-77	4-68	177	0-23	0-09	...
	Deduct—Value of Stores returned to stock	159	0-00	0-00	...	...	...	...
	NET TOTAL	3,10,509	2-77	4-68	177	0-23	0-09	...

No. 27. Statement of Steam Coach Performance

No. 28. " " Rail Motor

No. 29. " " Electric Train Statistics

Metro Gauge	} Nil.
Narrow Gauge	

JODHPUR RAILWAY

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SECTION IV.
APPENDICES.

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SECTION IV.

APPENDICES.

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APPENDIX I.
Statement of Staff.

Item.	Heading.	NUMBER.		
		Open Lines.	Construction.	Total.
	<i>No. of servants employed.</i>			
	Europeans—			
1·01	1927-28	30	2	32
1·02	1928-29	29	1	30
	Hindus—			
1·03	1927-28	5,786	156	5,942
1·04	1928-29	5,440	356	5,796
	Muslims—			
1·05	1927-28	2,072	57	2,129
1·06	1928-29	1,829	26	1,855
	Anglo-Indians and Domiciled Europeans—			
1·07	1927-28	22	.....	22
1·08	1928-29	22	.....	22
	Other Classes—			
1·09	1927-28	81	1	82
1·10	1928-29	67	.....	67
	Statutory Indians—			
1·11	1927-28 (1·03+1·05+1·07+1·09)	7,961	214	8,175
1·12	1928-29 (1·04+1·06+1·08+1·10)	7,358	382	7,740
	Total—			
1·13	1927-28 (1·01+1·11)	7,991	216	8,207*
1·14	1928-29 (1·02+1·12)	7,387	383	7,770*

* The following temporary staff have been included in the above figures :—

	Hindus.	Muslims.	Other Class.	Total.
1927-28	1,058	188	1	1,247
1928-29	823	99	Nil	922

APPENDIX II.

Statement of cost of the Police Force and Watch and Ward Staff for the year 1928-29.

Item.	Heading.	Amount.
	<i>Cost of the Police Force—</i>	Rs.
1	Contribution to local Government for Crime and Order Police ... ..	.....
	<i>Cost of Watch and Ward Staff—</i>	
2·01	Watchmen	19,016
2·02	Contingencies	2,818
3	Total cost to the Railway	21,834
	<i>Total cost—</i>	
4·01	Per route mile	23·81
4·02	Per train mile	0·01

TABLE No. I.

Number of persons reported during the year ending with the 31st March 1929, as killed or injured on the Jodhpur Railway (open line) by the movement of trains and railway vehicles exclusive of train accidents, distinguishing between passengers, Railway servants and other persons, and classifying, as far as practicable, the nature and causes of the accidents occasioning the death or injury.

[illegible]

TABLE No. 2.—TRAIN ACCIDENTS.

Accidents to Trains, Rolling-Stock and Permanent-Way, etc., reported during the year ending with the 31st March 1929, as having occurred on the Jodhpur Railway (open line) distinguishing the different classes of accidents and the number of passengers, railway servants and others killed or injured in each class of accidents.

	Number.		No. of passengers.		No. of servants.		Other.		Total all classes.	
	Accident reported to Local Government under section 83 of the Indian Railways Act, 1890 (IX of 1890.)	Other accidents.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains ... ..	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line ... ..	...	...	...	...	...	...	...	...	...	...
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed ... ..	...	...	...	...	...	...	...	...	...	...
4. Collision between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line ... ..	...	1	1	...	...	...	...	...	...	...
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	1	...	1	...	...	...	...	...	...	...
6. Collisions between light engines ... ..	...	...	...	...	...	...	...	...	...	...
7. Derailments of passenger trains—										
(a) due to trains travelling in the wrong direction through points ... ..	...	...	...	...	...	...	...	...	...	...
(b) other causes	11	3	14	...	...	...	...	...	...	...
8. Other derailments—										
(a) due to trains travelling in the wrong direction through points ... ..	...	...	...	...	...	...	...	...	...	...
(b) other causes ... ..	...	4	4	...	...	...	...	...	...	...
9. Accidents due to failures of engines and rolling-stock—										
(a) failures of engines due to faulty design, material or workmanship in the Mechanical Department—										
(1) boilers and tubes ... ..	...	...	...	...	...	...	...	...	...	...
(To include all failures when the engine is working a train or when there is serious damage done to property, loss of life or injury, not otherwise).										
(2) Machinery, springs, etc. ... ..	...	25	25	...	...	...	...	...	...	...
(To include all failures of engine on trains when the delay to trains is an hour or over. Failures when merely shunting in yards are not to be included).										
(b) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—										
(1) boilers and tubes ... ..	...	...	...	...	...	...	...	...	...	...
(To include all failures when the engine is working a train or when proceeding to work a train or when there is serious damage done to property, loss of life or injury, not otherwise).										
(2) other causes ... ..	...	2	2	...	...	...	...	...	...	...
(To include all failures of engine on trains or when proceeding to work a train when the delay to trains is an hour or over. Failures when merely shunting in yard are not to be included).										
(c) the failure of tyres ... ..	...	...	...	...	...	...	...	...	...	...
(d) the failure of wheels ... ..	...	...	...	...	...	...	...	...	...	...
(e) the failure of axles ... ..	...	2	2	...	...	...	...	...	...	...
(f) the failure of brake apparatus ... ..	...	...	...	...	...	...	...	...	...	...
(g) the failure of couplings and draft gear ... ..	...	40	40	...	...	...	...	...	...	...
Carried over	12	77	89	...	...	...	...	...	...	...

TABLE No. 2—TRAIN ACCIDENTS—*Concluded.*

	Number.			No. of passengers.		No. of servants.		Others.		Total all classes.	
	Accident reported to Local Government under Section 83 of the Indian Railways Act, 1890 (IX of 1890).	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Brought forward ...	12	77	89	...	...	...	...	...	...	...	...
10. Accidents, due to failure of permanent-way, etc.—											
(a) broken rails ... ..	...	...	...	...	...	...	...	...	...	...	...
(b) the failure of tunnels, bridges, viaducts, culverts, etc. ... ..	...	...	...	...	...	...	...	...	...	...	...
(c) the flooding of portions of permanent-way.	3	...	3	...	...	...	...	...	...	...	...
(d) slips in cuttings or embankments	1	...	1	...	...	...	...	...	...	...	...
11. Accidents due to fire—											
(a) fire in trains	1	...	1	...	...	...	...	...	...	...	...
(b) fire at stations, or involving injury to bridges or viaducts ... ..	...	...	...	...	...	...	...	...	...	...	...
12. Other accidents :—											
(a) passenger trains travelling in the wrong direction through points but not derailed ... ..	...	3	3	...	...	...	...	...	...	...	...
(b) Trains running over cattle on the line ...	...	195	195	...	...	...	...	...	...	...	...
(c) Trains running over obstructions on the line	7	4	11	...	...	...	...	...	...	...	...
(d) Trains running through gates at level crossings ... ..	...	...	...	...	...	...	...	...	...	...	...
(e) Miscellaneous ... ..	...	3	3	...	...	...	...	...	...	...	...
TOTAL ...	24	282	306	...	...	...	...	...	...	...	...

NOTE.—Average No. of persons employed...3,855.

TABLE No. 3.

Return of persons (a) reported during the year ending with the 31st March 1929, as having been killed or injured on the Jodhpur Railway by accidents in which the movement of vehicles used exclusively upon railways was not concerned.

	NUMBER OF PASSENGERS.		NUMBER OF SERVANTS.		OTHERS.		TOTAL ALL CLASSES.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. While ascending or descending steps at stations
2. By being struck by barrows, by falling over packages, etc., on platform...
3. From falling off platforms
4. Whilst loading, unloading or sheeting wagons	1	...	...	...	1
5. Whilst moving or carrying goods at stations, etc.
6. Whilst working at cranes or capstans
7. By the falling of wagon doors, lamps, bales of goods, etc.
8. From falling off, or when getting on off, stationary engines or vehicles
9. From falling off platforms, ladders, scaffolds, etc.
10. By stumbling whilst walking on the line or platforms.
11. Whilst attending to stationary engines in sheds
12. By being trampled on or kicked by horses
13. Whilst working on the line or in sidings
14. Miscellaneous
TOTAL	1	...	...	...	1

TABLE No. 4

Return of accidents occurring during the year ending with 31st March 1929
on the Jodhpur Railway } Nil.

APPENDIX III.—(Concluded.)

TABLE No. 5.

Accidents to Railway servants caused by the movement of Trains and Railway vehicles exclusive of Train Accidents classified in respect of primary causes during the year ending with 31st March 1929, on the Jodhpur Railway.

Causes.	MOVEMENT CASES.			
	Killed.	Percentage.	Injured.	Percentage.
1. Misadventure or accidental	2	...	..	...
2. Want of caution or misconduct on the part of the injured person	1	...	1	...
3. Want of caution or breach of rules, etc., on the part of servants other than the persons injured ... ..	...	...	...	...
4. Defective systems of working, dangerous places, dangerous conditions of work or want of rules or systems of working ...	...	...	...	...
5. Defective apparatus, appliances, etc., or want of sufficient appliances, safeguards, etc. ... ..	...	...	...	...
TOTAL ...	3	...	1	...

APPENDIX IV.

Details of working of Collieries owned by state or by Railway Companies during the year ending with March 1929

Nil.

APPENDIX V.

Statement of rolling stock fitted with automatic brakes, vehicles lighted with gas or electricity and lower class carriages provided with latrine accommodation on the 31st March 1929.

Item.	Heading.	Number or percentage.	Narrow Gauge.
1	Railway system	Jorhpur Railway	
2	Gauge	Metro gauge.	
	<i>Locomotives—</i>		
3-01	Total number on the line	108	
3-02	Number fitted with automatic brakes... ..	66	
3-03	Percentage of total	51.9	
	<i>Coaching vehicles (including brake-vans used exclusively on passenger service)—</i>		
4-01	Total number	273*	
4-02	Number braked	225	
4-03	Percentage of total	82.4	
4-04	Number piped	6	
4-05	Percentage of total	2.20	
	<i>Goods vehicles (including brake-van used indiscriminately on passenger, mixed or goods service but excluding cranes and their dunnery trucks)—</i>		
5-01	Total number	2,516*	
5-02	Number braked ... ..	...
5-03	Percentage of total ... ..	...
5-04	Number piped ... ..	...
5-05	Percentage of total ... ..	...
	<i>Passenger vehicles—</i>		
6-01	Total number on the line	257	
6-02	Number fitted for lighting with gas ... ..	...
6-03	Percentage of total ... ..	...
6-04	Number fitted for lighting with electricity	257	
6-05	Percentage of total	100%	
	<i>Lower class carriages provided with latrine accommodation—</i>		
	<i>Intermediate class—</i>		
7-01	Total number	13	
7-02	Number provided with latrine accommodation	13	
7-03	Percentage of total	100%	
	<i>Third class—</i>		
7-04	Total number	98	
7-05	Number provided with latrine accommodation	98	
7-06	Percentage of total	100%	
	<i>Composites containing intermediate or third class accommodation—</i>		
7-07	Total number	88	
7-08	Number provided with latrine accommodation	88	
7-09	Percentage of total	100%	
7-10	Total number of lower class carriages	199	
7-11	Number provided with latrine accommodation	199	
7-12	Percentage of total number	100%	

* Departmental stock has been excluded.

head consequent on the conversion of Pipar-Bilara Light Railway and the opening of Makrana Parbatsar line.

(ii) Appointment of more temporary gangs.

(iii) Write back of the Capital Expenditure on an experimental Bore Hole at Khokhropar from Capital to Revenue and to additional repairs in the current year.

(c) **Replacements and Renewals.**—The decrease of Rs. 12,60,513/- under Replacement and Renewals is due mainly to heavier programme of relaying having been carried out during 1927-28 and to credit being afforded during 1928-29 for the material released from (a) Relaying and Remodelling of Luni Junction Yard over the Jodhpur Railway, and (b) 18 miles relaying over the Jodhpur-Hyderabad Railway.

(2) **Locomotives.**—In so far as the metre gauge is concerned the increase under Locomotives amounts to Rs. 1,18,847/-.

The increase is distributed as under:—

	Rs.
(a) General Administration	-2,387
(b) Ordinary Repairs and Maintenance	-91,822
(c) Operating Expenses	-12,921
(d) Replacement and Renewal	+2,25,977
Total ...	<u>+1,18,847</u>

The principal causes for the increased expenditure are:—

(a) **General Administration.**—The decrease is due to Mr. J. H. Stirling, Loco. Carr. and Wagon Superintendent having remained on leave for 10½ months, *i. e.* 4 months and 8 days on full average pay and 6 months and 7 days on half average pay during 1928-29, his leave allowances being debited to a separate Sub-head under Abstract F.

(b) **Ordinary Repairs and Maintenance.**—The decrease of Rs. 91,822/- is mainly due to fewer repairs to Locomotives having been carried out during 1928-29 than in the previous year *i. e.*, 1927-28.

(c) **Operating Expenses.**—The decrease of Rs. 12,921/- is due to (a) more credit afforded on account of cost of water supplied to other departments and also credits received due to departmental trains run on lines under construction during 1928-29 (b) less expenditure incurred on oil, tallow and other stores on account of revision of oil allowances.

(d) **Replacement and Renewals.**—The increase of Rs. 2,25,977/- is mainly due—

(i) to adjustment on account of depreciation of Bikaner State Railway Rolling Stock payable by the Jodhpur Railway having been carried out during 1928-29.

(ii) to cost of replacing 2 old boilers by 2 new boilers.

(iii) to the adjustment of the revenue portion of the cost of replacing and writing off workshop machinery during 1928-29.

(3) **Carriage and Wagon.**—The increase of Rs. 2,73,272/- under this head is due to the following:—

	Rs.
(a) General Administration	—3,250
(b) Ordinary Repairs and Maintenance	—34,235
(c) Operating Expenses	+35,494
(d) Replacement and Renewals	+2,75,263
Total ...	<u>+2,73,272</u>

- (a) The decrease under General Administration is due to the reasons given under Locomotive—General Administration.
- (b) The decrease under Ordinary Repairs and Maintenance is due to fewer repairs to Coaching Stock having been carried out during 1928-29 than in the previous year, *i. e.*, 1927-28.
- (c) The increase under Operating Expenses is due to (a) usual annual increment to the Carriage Examining Staff, (b) more interest accrued during 1928-29 on the Capital cost of vehicle than in the previous year, (c) to stock adjustment.
- (d) The increase under Replacement and Renewals is due to reasons as given under Locomotive—items (i) and (iii) under Replacement and Renewals.

(4) **Traffic.**—The increase of Rs. 5,042/- is due to the following:—

	Rs.
(a) General Administration	+6,965
(b) Ordinary Repairs and Maintenance	—9,860
(c) Operating Expenses	+3,099
(d) Replacement and Renewals	+4,838
Total ...	<u>+5,042</u>

- (a) The increase under General Administration is due partly to the difference in rates of pay of officers on leave and period of duration of leave during 1927-28 and 1928-29 and also to the increase in the pay of 2 Probationary Assistant Traffic Superintendents from Rs. 200/- to Rs. 250/- after their confirmation and to usual annual increment.
- (b) The decrease of Rs. 9,860/- under Ordinary Repairs and Maintenance is mainly due to curtailment in the supply of Tarpaulins.
- (c) The increase under Operating Expenses is due to the following:—

	Rs.
(i) Cost of Pipar-Bilara Light Railway staff after conversion and Makrana-Parbatsar Line having been debited to this head	8,000
(ii) Cost of staff increased at certain stations and the pay of Relieving Signallers having been debited to this head from 1-3-29 instead of abstract F... ..	2,800
(iii) To usual increment to staff	8,000
(iv) To introduction of crew system	5,000

(v) Charges on account of water supplied to stations etc., having been debited to the head "Fire, Lights and General stores for stations and Sheds" which was formerly debited to B. III.	Rs. 13,000
(vi) More expenditure incurred on Stationery, Forms, handling and transhipment charges on account of opening of Makrana-Parbatsar line and conversion of Pipar-Bilara Light Railway and also to charges incurred for revision of Traffic Manual, Goods Tariff Part III and Publications from B. B. & C. I. Railway issued in 1928-29	 15,000

These were partly counterbalanced by a saving of Rs. 48,000/- due to smaller payment of Hire and Penalty charges on interchanged stock to foreign Railways.

(b) The increase under Replacement and renewals is due to depreciation on 2 Ticket Printing Machines sold to the Bikaner State Railway.

(5) Agency & Others.—The increase of Rs. 18,640/- is as explained below:—

(a) Leave allowances in England	+11,000
(b) Accounts and Audit Department	+5,000
(c) Agency	-3,000
(d) Stores Department	-6,000
(e) Telegraph	+5,000
(f) Government Telegraph Department for rent etc.	+7,000

(a) The increase under "Leave Allowances in England" is due to larger payment of leave allowance to officers in England during 1928-29 than in the previous year, *i. e.*, 1927-28.

(b) The increase under "Accounts and Audit Department" is due partly to the payment of difference between sterling overseas pay and additions to pay to Mr. O'Callaghan, late Auditor, Jodhpur Railway, and partly to the personal allowance to the Senior Assistant Auditor sanctioned from 1st May, 1928, and to usual annual increments.

The excesses would have been greater but for the reversion of Mr. Kishori Lal, 2nd Assistant Auditor to the Government of India.

(c) The decrease under Agency is due to:—

(i) The payment of arrears of Secretary's allowance in 1927-28.

(ii) The leave allowance of Mr. Rawlins payable in England having been debited to a separate Sub-head Rev. F. 1-4.

(iii) To economical use of Stores and Stationery.

(d) The decrease under Stores Department is due partly to Controller of Stores having remained on leave, his leave allowance being debited to a separate Sub-head Rev. F. 1-4, and partly to reduction in office establishment and Store coolies.

- (e) The increase under Telegraph is due partly to the pay of Train Control Staff at Jodhpur and Mirpurkhas having been charged for the full year in 1928-29 against 8 and 6 months respectively in the year 1927-28 and partly to Travelling allowance allowed to Control Telephone Mechanics.
- (f) The increase under Government Telegraph Department for rent etc., is due partly to erection of Train Control wire from Luni Junction to Barmer and partly to erecting one telegraph line from Pipar Road to Bilara.

(6) **Miscellaneous.**—The decrease of Rs. 9,169/ is arrived at as follows:—

	Rs.
(a) Bonus	+1,000
(b) Gratuities	—38,000
(c) Health and Welfare Services	+1,000
(d) Indian charges on Stores excluding Fuel	+26,000
(e) Passage money	—5,000

- (a) The increase under 'Bonus' is due to usual annual increments to staff and to additions in number of staff on account of opening of Makrana-Parbatsar Line and conversion of Pipar-Bilara Light Railway.
- (b) The decrease under Gratuities is due to smaller payment of gratuities during 1928-29 than the previous year.
- (c) The increase under Health and Welfare Services is due to adjustment made in connection with cost of water, which was formerly debited to Revenue B. III-3.
- (d) The increase under Indian Charges on Stores excluding Fuel, is due to materials not being supplied up to normal quantities during 1927-28 owing to coal strike in England.
- (e) The decrease under "Passage money" is due to fewer number of passages having been paid to officers during 1928-29 than in the year 1927-28.

10. Working Expenses.—

These figures are further analysed as under:—

Heads.	Metre Gauge.			Narrow Gauge.		
	1927-28.	1928-29.	Difference.	1927-28.	1928-29.	Difference.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
General Administration.	12,16,555	12,10,464	—6,091	1,612	557	—1,055
Ordinary Repairs and Maintenance ...	18,39,438	18,09,679	—29,759	10,234	1,798	—8,436
Operating Expenses other than fuel ...	14,55,021	15,07,267	+52,246	8,447	3,014	—5,433
Fuel	7,97,332	7,99,321	+1,989	3,250	4,543	+1,293
Renewals and Replacements ...	20,59,789	13,05,354	—7,54,435	917	1,90,714	+1,89,797
Total Working Expenses	73,68,135	66,32,085	—7,36,050	24,460	2,00,626	+1,76,166
Deduct Non-Budget Worked Lines ...	1,29,345	1,48,322	+18,977	...	...	...
Suspense	—1,56,520	+98,390	+2,54,910	—55	—43	+12
Net Working Expenses.	70,82,270	65,82,153	—5,00,117	24,405	2,00,583	+1,76,178

The decrease of Rs. 6,091/- under General Administration is due mainly to less payment of gratuities during the year 1928-29 than in the year 1927-28.

The decrease of Rs. 29,759/- under ordinary Repairs and Maintenance is due to fewer repairs to Locomotives Carriages and Wagons having been carried out during the year 1928-29 than the previous year.

These were, however, partly counterbalanced by an excess expenditure incurred for ballasting done during 1928-29 and the pay of Pipar-Bilara Light Railway staff after conversion and Makrana Parbatsar gangs having been charged to this head and also to erection of Train Control wire from Luni Junction to Barmer and one Telegraph line from Pipar Road to Bilara.

The increase of Rs. 52,246/- under operating expenses is due to (1) cost of Pipar-Bilara Light Railway Traffic staff, handling and transhipment, stationery forms etc., after conversion and Makrana Parbatsar line having been debited to this head and to usual annual increment to staff; (2) introduction of Crew System; (3) More receipt of materials from Home during the year 1928-29 involving more freight charges than in the previous year when supplies were restricted owing to the Coal Strike in England.

The decrease of Rs. 7,54,435/- under Renewals and Replacements is due to heavier programme of Relaying having been carried out during 1927-28 and credit afforded during 1928-29 for the material released from:—

(a) Relaying and Remodelling of Luni Junction Yard over the Jodhpur Railway.

(b) 18 miles Relaying over the Jodhpur-Hyderabad Railway.

The decrease would have been greater but for the adjustment on account of depreciation on Rolling stock of the Bikaner State Railway payable by the Jodhpur Railway having been carried out during 1928-29.

The increase under the Narrow Gauge system is chiefly due to the adjustment on account of the part original cost of the Pipar-Bilara Light Railway works having been carried out consequent on the conversion of the line from narrow gauge to metre gauge.

11. Capital Expenditure (Final Heads) during the Year 1928-29.—
The table below gives the Capital Expenditure (excluding Construction and Suspense) against final Capital heads for the year 1928-29 as also similar information for the previous year.

Heads.	EXPENDITURE ON.					
	Jodhpur Railway.			Jodhpur-Hyderabad Railway.		
	1927-28.	1928-29.	Difference.	1927-28.	1928-29.	Difference.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1. Structural Engineering Works ...	11,66,007	11,94,368	+ 28,361	6,29,159	1,55,871	—4,73,288
2. Equipment ...	1,01,854	—54,894	—1,56,748	5,527	3,981	—1,546
3. Rolling Stock ...	13,37,592	—3,61,807	—16,99,399	...	...	...
4. General Charges ...	10	...	—10	...	...	...
5. Collieries ...	...	...	...	...	...	...
6. Miscellaneous ...	...	...	...	...	...	...
Purchase of Mirpurkhas-Jhudo Line ...	...	...	...	...	11,48,649	+11,48,649
Total ...	26,05,463	7,77,667	—18,27,796	6,34,686	13,08,501	+6,73,815

12. Stores Balances.—

Years.	Stores Balances.
1927-28	... 12,48,601
1928-29	... 14,32,774

Difference. ... +1,84,173 Rs.

The increase of Rs. 1,84,173/- during the year under review is mainly due to the following reasons :—

- Receipt of Permanent Way Materials from relaying and Capital works and track with material of the Pipar-Bilara Light Railway due to conversion and also to the coaching stock of the Pipar-Bilara Light Railway having been taken on Stores books (Rs. 1,30,000).
- Larger purchase of fencing material for Capital works (Rs. 10,000).
- Rise in price of copper and tin and subsequent paucity of issues. (Rs. 21,000.)
- Increase in the stock of tarpaulins (Rs. 14,000).
- Purchase of Positive and Negative sections of Electric material obtained for maintenance works (Rs. 8,000).

13. Compensation Claims.—The following table gives the net amount paid in claims compensation as compared with the previous year :—

Particulars.	AMOUNT PAID.		
	1927-28.	1928-29.	Difference.
Jodhpur Railway (Jodhpur Section) ...	Rs. 406	Rs. 1,778	Rs. +1,372
Jodhpur-Hyderabad Railway (British Section)	161	737	+ 576
Total ...	567	2,515	+1,948



JODHPUR RAILWAY
ANNUAL REPORT
1928-29

SECTION I.

Report by the Manager.

The table below gives the number of claims dealt with during the year under review:—

Particulars.			1927-28.	1928-29.
			No.	No.
Number of claims on hand from previous year	...	...	419	349
Number of claims received and re-opened	...	...	854	686
Total	...	...	1,273	1,035
Number of claims settled by payment	...	...	446	332
Number of claims declined or withdrawn	...	...	404	387
Number of claims on hand at the close of the year	...	...	423	316

Increase in the amount paid is obviously due to heavier claims paid during the year under review.

14. Staff.—The total number of employees at the end of the financial year 1928-29 was 7,770 as compared with 8,207 in the previous year.

The distribution between Europeans, Anglo-Indians and Indians is as shown below:—

Particulars.	STAFF AND COST.					
	1927-28.		1928-29.		Difference.	
	No.	Cost.	No.	Cost.	No.	Cost.
Europeans ...	32	Rs. ...	30	Rs. ...	—2	Rs. ...
Anglo-Indians ...	22	...	22	...	...	...
Indians ...	8,153	...	7,718	...	—435	...
Total ...	8,207	26,29,419	7,770	27,03,502	—437	+74,083

The increase of Rs. 74,083/- is chiefly due to the following reasons:—

**Approximate
Amount.**

Rs. To (i) the pay of Engineering and Traffic staff for Makrana +54,000/- Parbatsar Line during 1928-29; (2) more temporary gangs engaged in 1928-29 than in 1927-28; (3) increase in traffic staff at certain stations.

+5,000/- To introduction of Crew System.

+11,000/- To larger payment of leave allowances to officers on leave in England during 1928-29 than in 1927-28.

+5,000/- Due partly to the payment of difference between sterling overseas pay and additions to pay to Mr. O'Callaghan, late

Approximate Amount.	Auditor, Jodhpur Railway and partly to the personal allowance to the Senior Assistant Auditor sanctioned from 1-5-28.
Rs.	
+70,000/-	To more construction works having been carried out during 1928-29 than in 1927-28.
-38,000/-	To fewer repairs to Locomotives, Carriage and wagon stock having been carried out during 1928-29 than in 1927-28.
-38,000/-	To smaller payment of gratuities during 1928-29 than 1927-28.
+5,000/-	Composed of minor increases.

15. ~~14~~. IMPROVED FACILITIES ON THE OPEN LINE.

Remodelling of Yards.—The remodelling of Degana and Luni Junction Yards as well as the Tranship Yard and stocking sidings at the latter station have been completed.

At Nagaur minor remodelling to afford improved facilities has been completed.

Sidings.—The following stations have been provided with rodded cross-overs and lengthened to full new standard length;—

Marwar Pali, Makrana, Borawar, Jalsu, Gachhipura, Khajwana and Khokhropar.

Sidings have been provided at the following stations;—

- (i) Siding for bulk storage of petrol at Jodhpur.
- (ii) Third line at Didwana.
- (iii) Extension to Goods Siding at Gotan.
- (iv) Extension to Siding at Jasai.
- (v) Extension to 3rd and 4th lines at Marwar Railway Junction.
- (vi) Provision of 4th line at Pipar Road.
- (vii) Goods Siding at Gachhipura and Marwar Mundwa.
- (viii) A siding from Tilwara was constructed to the site of the fair where a booking office was provided.
- (ix) Goods Sidings at Samdari and Naranpura have been completed; the latter has been provided with a Goods Shed and platform.

Staff Quarters.—A number of subordinates quarters have been provided.

Station Buildings.—Two Tea-rooms for 3rd and Inter. class passengers halls have been provided at Mirpurkhas.

Extensions to the Station Buildings have been completed at the following stations;—

Degana, Gachhipura, Barmer, Pipar Road, Marwar Mundwa, Khesano and Gole with Waiting rooms at Khesano, Gachhipura and Barmer and a new Station Building at Khajwana.

The Passenger shed at Marwar Pali has been extended and new sheds provided at Bulghai, Kamaro Sharif, Hasisar and Rahuki.

Raised platforms have been provided at Marwar Pali and Degana.

Workshops and Stores.—A scheme of Fire Protection is in course of construction for the Workshops and Stores at Jodhpur.

A roof over the tyre heating yard in Jodhpur shops has been completed as well as additional gantries and provision for Loco Stores.

Numerous minor works have been carried out in the shops at Jodhpur and in the Stores in the provision of offices, shops, etc.

A Signalling shop and store have been completed at Mirpurkhas.

Water Supply.—The water supply at Luni Junction is now complete and an adequate supply of water secured which has obviated the necessity for running tanks from Jodhpur.

Consequent to the successful results of the reclamation of wash-out water at Jodhpur another plant is in course of erection at Barmer.

The work of the enlargement of Nagaur well is still in progress as the results of the previous work did not secure the required increase in supply.

A water Softener has been installed at Gadra Road and the water columns at Jasai moved to a more convenient position.

Signalling & Interlocking.—The programme of providing main line isolation and warning signals on the main line has been completed from Luni Junction to Marwar Railway Junction, and Kuchaman Road to Hyderabad with the exception of the Chhor-Mirpurkhas Section, where the work has been held up pending a decision on the conversion to Broad Gauge of the Chhor-Hyderabad Section.

A Routing Signal has been provided over the Scissors Cross-over at Jodhpur.

16. Miscellaneous & Unforeseen.—55 miles of Main Line from Luni Junction to the Sind Frontier has been relaid with 60 lb. rails and 16 miles of the Degana-Sujangarh Section have been relaid with the 50 lb. rails released from the Luni-Sind Frontier relaying.

6 miles of the Jhudo Branch have been relaid with 50 lb. rails released from Khokhropar-Mirpur-Khas relaying leaving 6 miles still to be relaid. The relaying programme on this branch has been held in abeyance pending a decision on the conversion to Broad Gauge.

The remaining 6 1/3 miles of 36 lb. iron rails on the Merta City branch have been relaid with 36 lb. steel rails.

Ballasting of the Main Line has been carried out as below:—

4 miles on Kuchaman Road-Merta Road section.

42 1/2 miles on Luni-Sind Frontier Section.

12 Miles on Khokhropar-Mirpurkhas Section.

Further regrading on the Main Line was carried out on the Jodhpur and Jodhpur-Hyderabad Railways.

17. Other Miscellaneous works include.—

(i) Weigh-bridges at Makrana & Badwasi.

- (ii) Dial Dormant Machine at Marwar Pali.
- (iii) Wheel Drop Pit at Merta Road Shed.
- (iv) Fencing station boundaries at Nagaur and Gotan.
- (v) Fencing 5 miles of Main Line on the Jodhpur-Hyderabad Railway.
- (vi) Fire Protection at Goods Sheds at Mirpurkhas, Tando Jam, Dhoronaro and Chhor, Railway Institutes at Mirpurkhas and Merta Road and Rest House at Samdari.
- (vii) New Drawing Office for Loco. Carr. & Wagon Superintendent's office at Jodhpur.
- (viii) Telephones between Loco. Carr. & Wagon Superintendent and other Loco. offices.
- (ix) Completion of programme of fencing at Jodhpur.
- (x) An office has been built for both Saw-mill and Pump Shop Foremen. A latrine has also been added for the use of Shop Foremen.

18. **Accidents & Floods.**—The only serious breach during the year occurred on 5-7-1928 near Rohat where the line was breached in 4 places due to an unprecedented local downfall of rain and through traffic was suspended for 3 days.

A certain amount of trouble was experienced on the Phalodi Branch due to Sand drifting across the line during the hot weather.

19. **Lines under Construction.**—The conversion of the Pipar-Bilara Light Railway into metre gauge was completed and opened on 2-8-1928.

The Makrana-Parbatsar Branch was opened on 1-8-1928.

On the Samdari-Bhinmal Branch 95 per cent. of the formation was completed and the platelaying carried up to Jalore. The section upto Jalore will be opened for all traffic on 1-5-1929.

The survey of the Jhol-Hiral line and the extension of the Bilara Branch to Jaitaran was completed.

Minor extensions were carried out to the quarries on the Sursagar Branch.

20. **Plant and Machinery.**—Water Softening Plants were installed at Balotra, Mirpurkhas and Gadra Road.

Barmer was opened as a Home Shed for Locomotives and equipped with a few necessary machines resulting in an improvement in Engine Links.

A Hydraulic drop pit is being installed at Bammer Shed.

21. **Workshop Improvements.**—Adequate arrangements are being provided in Shops against the risks of fire.

The electrification of the Railway Workshops in Jodhpur has now been completed.

An addition has been made to the Wheel Shop enabling all tyre expansion work to be done under cover.

A Spray Painting plant has been installed in the Wagon Shop. All wagons are now being painted by this process.

A Tool Room in workshops has been completed and its equipment re-arranged to facilitate issue of tools besides reducing expenditure on tool steel.

An electrically driven piston valve liner grinding machine has been installed in the Erecting Shop and brought into use.

Conveniently placed wall plugs are being erected in the boiler shop for use in conjunction with the Electric Welding Plant.

22. Rolling Stock.—6 new bogie water tanks, each having a capacity of 8,300 gallons, were put into commission this year.

Owing to an increase in bulk Petrol traffic 2 bogie petrol tank wagons i.e., one converted from Kerosine oil tank wagon and one received from England, were put into commission.

One 4 wheeled Kerosine oil tank wagon was also converted for conveyance of petrol.

Action is being taken for improving the latrines of Inter. and Third class carriages.

The lifting dates of carriage stock was advanced from 6 months to 1 year and that of wagons from 1 year to 2 years. This enabled a reduction to be made in the Carriage staff.

By the introduction of a modern design of train lighting dynamos the electric men, which have up to the present, run on practically all trains, been reduced in number.

At the end of this year all engines running on the main line will have to be fitted with headlights.

The following statement shows the new Rolling Stock placed on the line during the year ending 31st March 1929 :—

Description of Rolling Stock					No. of Stock added
Coaching Stock.—					
Bogie Inter. and Third Class	...	...	...	...	3
„ Third Class Carriages	...	...	...	...	2
„ Composite I, II, Inter and III	...	...	...	...	2
„ Third with luggage and Guard's compartment but without dynamos and cells	...	...	...	...	1
Bogie Restaurant Car	...	...	...	...	9
Total					9
Goods Stock.—					
Bogie Water Tanks (12 wheelers)	...	...	...	...	6
„ Petrol Tank wagons	...	...	...	...	1
Total					7

Statement below shows the number and tractive efforts of Locomotives up to 31st March, 1929 :—

Type of Locomotives.	Total No. of Engines.	Average Tractive Efforts.	Total Tractive Efforts.
E. Class	1	6,557	6,557
E. „	1	6,557	6,557
EE. „	7	8,450	59,150
F. „	12	9,685	116,220
FO. „	12	7,766	93,192
Q. „	6	8,351	50,106
M. „	11	13,148	144,628
P. „	21	11,823	248,283
SP. „	10	14,291	142,910
MS. „	10	15,957	159,570
HG. (a) Class	5	19,584	97,920
HG. (b) „	6	20,825	124,950
HG. (c) „	3	20,825	62,475
T. „	3	15,541	46,623
Total	108	...	1,359,141

23. Train Running.—

(a) The following trains were worked Vacuum braked :—

- (i) 7 Up (with first 7 coaches) ex. Phulera to Merta Road from 1-5-1928.
- (ii) 6 Down ex. Luni Junction to Merta Road and Merta Road to Phulera from 5-6-1928.
- (iii) 8 Down (with first 7 coaches) ex. Merta Road to Phulera from 15-6-1928.
- (iv) 5 Up ex. Phulera to Jodhpur from 15-6-1928.

(b) The following services were re-introduced from 1-9-1928;—

- (i) Sind Mail between Hyderabad and Ahmedabad.
- (ii) Through Bogie Third Class carriage between Hyderabad and Jamnagar.
- (iii) Through B. T. L. G. between Bikaner and Ahmedabad.

24 New Stations opened for paid Telegraph Traffic.—Pipar City and Bilara were opened for paid telegraph traffic from 1-8-1928.

Samrao on Phalodi line was opened for public paid telegraph traffic from 27-8-1928.

Parbatsar City was opened for paid telegraph traffic from 27-8-1928.

25. Training of Staff etc.—Arrangements were made for Mr. Din-Dayal Bedi and Kunwar Ganga Singh to attend the Senior Course of, Chandausi School of Transportation during August 1928.

A meeting of the Jodhpur Railway members of the Institute of Accountants and Auditors was held on the 10th September 1928 and a Local Association was formerly created under the chairmanship of

Mr. F. W. Wilby, Auditor of Accounts, Jodhpur Railway. The object of establishing such an association is to give training to subordinate staff.

26. Traffic Staff Committee.—From 1st January, 1929 a Traffic Staff Committee was appointed to deal with staff questions put forth by employees. The Committee consists of six members elected by ballot. The Deputy Traffic Manager, Claims is the President of the Committee.

From 1st January, 1929 a new system of punishments of Line staff was introduced. Under this system fines are not considered as the standard punishment on the Jodhpur Railway. It is based on a caution system. If an employee is found to have more than thirty cautions recorded against him in the course of the year he will be reduced one step in grade. Still more serious offences will be met with stoppage of increment or reduction at the discretion of the Officer ordering punishment.

27. Publicity.—Notices were published in the Press and posters distributed to stations from time to time for opening new branches and stations, etc., and fairs for information of the public.

28. Fairs & Exhibitions.—The following fairs were held on places adjacent to the Railway stations on this Railway.

1. Ramdeo Fair at Runicha near Phalodi station.
2. Cattle Fair at Parbatsar near Makrana station.
3. Pir Pithoro Fair at Pithoro station.
4. Oderolal Fair near Khesano Nasarpur Road station.
5. Chaitri Fair near Tilwara station.

An Industrial, Horticultural and Agricultural Show was held at Jodhpur on the 18th, 19th and 20th February 1929. During this period concession return tickets at $1\frac{1}{2}$ fares were issued to 1st and 2nd class passengers and $1\frac{1}{4}$ fares to Intermediate and 3rd class passengers from any station on the Jodhpur Railway from 11th to 20th February 1929.

29. Safety First.—In addition to the Safety Rules issued to the workshop staff, safety articles are frequently published in the Jodhpur Railway Gazette to educate the staff in this important matter.

Running Staff are being trained in First Aid.

30. Travelling without Tickets.—With the object of determining more precisely the actual extent to which fraudulent and irregular travelling is practised on the Jodhpur Railway system, certain small experiments were made with the system known as Crew System, under which every train is manned by a crew throughout its run, one member of which is detailed to each carriage and sees that no person travels without a proper ticket. These experiments showed very clearly that a considerable amount of fraudulent travelling escaped detection under the method of check by a single Travelling Ticket Examiner and station staff and an extended experiment with the Crew System was accordingly introduced late in November 1928, when four Crews were posted to two selected beats one each on the Jodhpur and Jodhpur-Hyderabad Sections. The success of

this experiment, so far, has been noteworthy and show that the system has been a distinct success and that there has been steady and considerable increase in traffic on the sections worked by the Crews. The present experiment is accordingly being extended and a proposal has been made to crew the Mirpurkhas-Chhor and Jodhpur-Marwar Railway Junction Sections for a period of six months. It may be mentioned that the crews are working under the supervision and control of Audit Department.

31. **Small Pox.**—To avoid infection from small pox outbreaks in epidemic form, special steps were taken by the Administration, for the vaccination and re-vaccination of staff and their families.

32. **Motor Bus Competition.**—Motor Transport run in competition with this Railway between Jodhpur and Marwar Pali and Marwar Pali and Sojat Road.

To counter-effect this return tickets at reduced fares between Jodhpur and Marwar Pali were introduced but uptill now this step appears to be a failure as the Motor transport affords a quicker and more frequent service than can be given by rail.

33. **Statistics.**—Some of the Important working results are given below:—

(a) *Coal Consumption.*—

Particulars.	1925-26.	1926-27.	1927-28.	1928-29.
Coal Consumption per Engine Mile Passenger and Mixed	47.90	45.04	45.13	44.63
Coal Consumption per Engine Mile Goods	72.96	65.02	62.77	68.27
Coal Consumption per Engine Mile Shunting including Siding ...	29.16	24.94	27.62	31.94
Coal Consumption per 1,000 Gross Ton Miles-Passenger & proportion of Mixed	207.23	191.54	189.92	180.56.
Coal Consumption per 1,000 Gross Ton Miles-Goods and proportion of Mixed	180.16	169.64	157.86	151.37

The total gross ton-miles amounted to 583,840,417 in 1928-29 as against 539,593,176 in 1927-28 or an increase of 8.20 per cent. whereas the total quantity of coal consumed on all services was 46,970 in 1928-29 against 44,937 in 1927-28 or a rise of 4.52 per cent.

Had the consumption of coal per unit of work done remained the same as in the previous year *i. e.*, 186.55 lbs. per 1,000 gross ton miles, the total consumption in 1928-29 would have amounted to 48,623 tons. But the actual consumption, as would be seen from the above figures was 46,970 tons. The difference of 1,653 tons therefore represents the actual saving effected in the year 1928-29 as compared with 1927-28, which if converted into money at the price prevailing during 1927-28 *i. e.*, Rs. 16-12-0 per ton, amounts to Rs. 27,688.

It would be interesting to note that our coal bill during the year under review absorbed 29 days' gross earnings:—

(b)—Engine Oil Consumption (in pints).—

Particulars.	1925-26.	1926-27.	1927-28.	1928-29.
Passenger & Mixed per 100 Engine Miles	6.62	6.55	6.62	5.98
Goods per 100 Engine Miles	9.00	8.45	6.48	5.96

(c)—Average Speed of trains.—

Particulars.	1925-26.	1926-27.	1927-28.	1928-29.
Passenger	18.48	18.81	18.12	18.5
Mixed	13.3	13.3	13.1	13.0
Goods (Main Line)	9.50	10.19	10.52	10.73
Goods (Branch Line)	9.60	9.80	10.41	11.24

(d)—Average Train Load (in vehicles in terms of four-wheelers).—

Particulars.	1925-26.	1926-27.	1927-28.	1928-29.
Passenger	21.64	20.48	20.42	19.64
Goods (Main line)	44.9	46.3	48.06	53.68
Goods (Branch line)	14.20	18.63	18.47	21.86

The improvement in the speed of goods trains is attributable on the main line to the Train Control System.

(e)—Average Starting Wagon Load.—

Particulars.	1925-26.	1926-27.	1927-28.	1928-29.
Coal and Coke	9.62	9.99	9.11	10.63
Heavy merchandise	6.91	7.42	7.48	7.82
Light merchandise	3.77	3.60	4.14	3.67

34. **General Improvements and Events.**—Train Control system was introduced between Luni Junction and Munabao from 13-4-1928.

As a result of the recent modernization of Workshops and improved condition of the engines, a considerable reduction in the workshop staff was effected.

35. **Inspections.**—The Railway was inspected by the Senior Government Inspector in August and December 1928.

36. **Personnel.**—

(a) Mr. Udey Raj, Superintendent General Audit was promoted to

the post of Junior Assistant Auditor *vice* Mr. Kishori Lal reverted to the Government of India on and from 22nd April, 1928.

(b) Mr. Din Dayal Bedi and Kunwar Ganga Singh probationary Assistant Traffic Superintendents were confirmed as permanent Assistant Traffic Superintendents from the 2nd January, 1929.

(c) On the 14th February, 1929, Mr. H. C. P. Havers proceeded on 1 month and 1 day's leave preparatory to resignation.

I have the honor to be,

Sir,

Your most obedient Servant,

R. J. BAUMGARTNER,

Acting Manager,
Jodhpur Railway.

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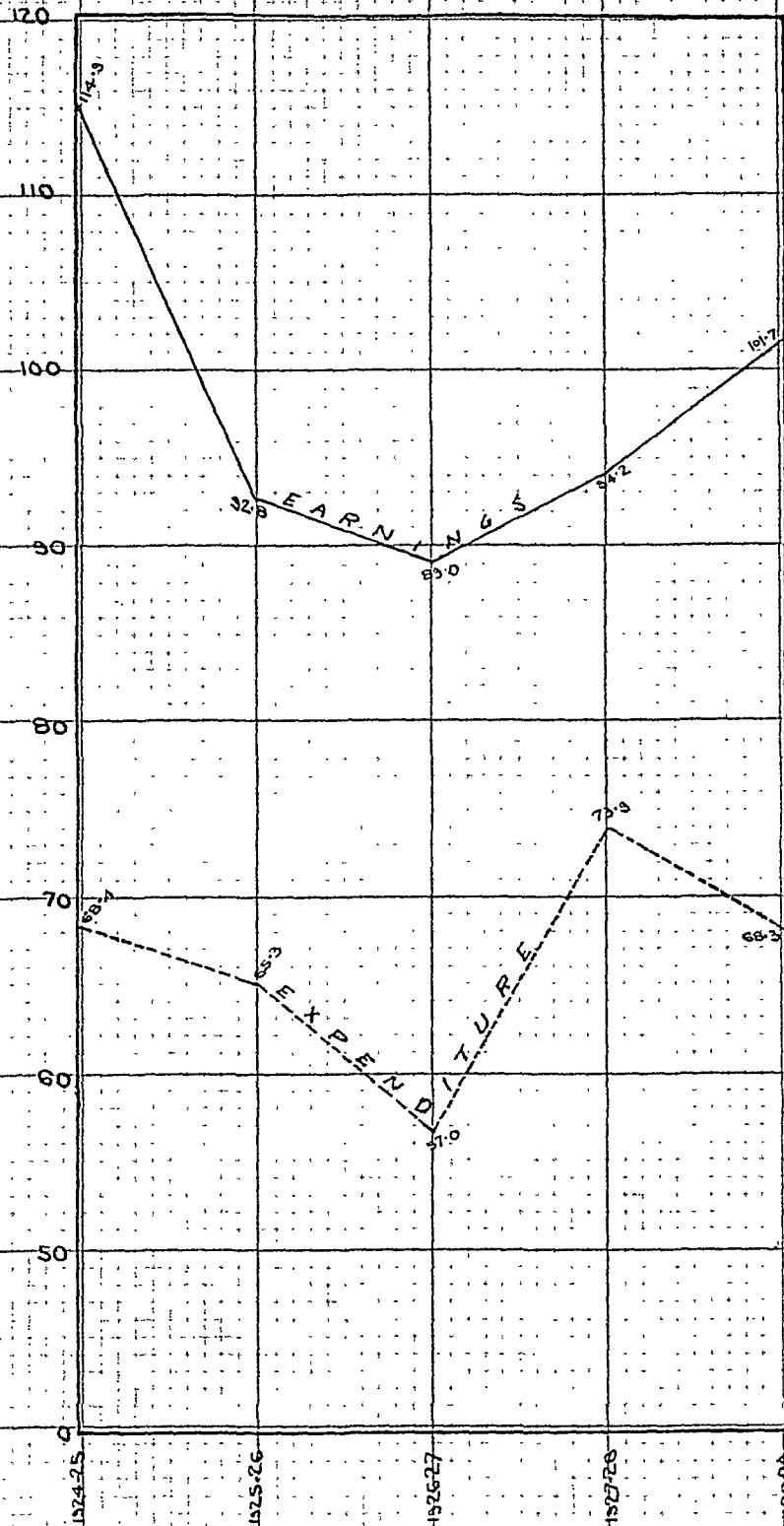


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EARNINGS AND EXPENDITURE

(IN LACS. OF RUPEES)



JODHPUR RAILWAY

ANNUAL REPORT

1928-29.

SECTION II.

**FINANCIAL STATEMENTS
CAPITAL AND REVENUE ACCOUNTS.**

No. 1.—Statement of Capital Outlay authorised.

No.	Date of Sanction.	Sanctioning Authority.	Nature of Estimate.	Jodhpur Railway.	Jodhpur Hyderabad Railway (British Section).	Sind Light Railway.		Total Metre Gauge System.	Pipar Bilara Light Railway.
						Jhudo.	Khadro.		
				Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
			Total Capital outlay on final heads, as per accounts up to end of the year ending 31st March 1929.	3,72,95,698	69,49,971	9,25,921	8,53,109	4,60,24,699	2,92,956
			Further Capital outlay on final heads during the year.	.....	.....	.....	.....	.....	.....
1091B	9-3-29	Secretary, Ry. Board.	Budget for 1928-29 (Final heads) ...	.....	13,50,000	.....	.....	13,50,000	.....
2108 C.G. 11/ Ry. 4/1	8-9-28	Revenue Member of State Council, Jodhpur.	Budget for 1928-29 (Final heads) ...	18,93,066	.....	.....	.....	18,93,066	.....
1727 C.G. II/ Ry. 4/5	11-12-28	Revenue Member, State Council, Raj Marwar.	Budget for 1928-29 (Suspense heads).	88,546	.....	.....	.....	88,546	.....
			Total ...	3,92,77,310	82,99,971	9,25,921	8,53,109	4,93,56,311	2,92,956

No. V.—Details of Capital Expenditure for the year ending 31st March 1929

Particulars.	Jodhpur Railway.	Jodhpur- Hyderabad Railway (British Section).	Sind Light Railway. Khadro Branch..	Total Metre- Gauge System.	Pipar Bilara Light Railway.
Lines Open for Traffic.	Rs.	Rs.	Rs.	Rs.	Rs.
I.—Structural Engineering works—					
(1) Preliminary Expenses...	.....	.....	.....	.....	.....
(2) Land ...	1,083	4,307	.....	5,390	.....
(3) Formation ...	31,195	8,788	.....	39,983	.....
(4) Bridge work ...	712	16,775	3,378	20,865	.....
(5) Fencing ...	12,539	14,747	.....	27,286	.....
(6) Electric Telegraph ...	3,588	229	.....	3,817	.....
(7) Ballast and Permanent Way ...	8,21,291	25,420	.....	8,46,714	.....
(8) Stations and Buildings ...	3,23,057	85,605	.....	4,09,562	.....
(9) Shore connections for ferry- steamers ...	.....	.....	.....	.....	.....
(10) Plant-construction ...	.....	.....	.....	.....	.....
Purchase price of Jhudo Railway ...	.....	11,48,649	.....	11,48,649	.....
Total ...	11,94,368	13,04,529	3,378	23,02,266	.....
II.—Equipment (plant and furniture needed for equipment) of open line—					
(1) Plant ...	—54,894	3,981	.....	—50,913	.....
(2) Stations and office furniture ...	.....	.....	.....	.....	.....
(3) Motors, Lorries, Steamers or boats required for General pur- poses of the Railway but not for public traffic ...	.....	.....	.....	.....	.....
Total ...	—54,894	3,981	.....	—50,913	.....
III.—Rolling Stock—					
(1) Rm ...	—3,61,807	.....	.....	—3,61,807	.....
(2) Motor Cars...	.....	.....	.....	.....	.....
(3) Ferries ...	.....	.....	.....	.....	.....
Total ...	—3,61,807	.....	.....	—3,61,807	.....
IV.—General Charges ...	.....	.....	.....	.....	.....
V.—Collieries—					
(1) Block Account ...	.....	.....	.....	.....	.....
(2) Plant and Equipment ...	.....	.....	.....	.....	.....
Less—Amount reduced by Sinking Fund ...	.....	.....	.....	.....	.....

NOTE:—For Rs. 7,377 under Jodhpur Hyderabad Railway Rolling Stock.
Rs. 3,577 Represents cost of transporting the Engines and Rolling stock for
construction of the line vide Examiner of Accounts N. W. Railway Lahore No. 16W
763 G. Dated 25-3-1902, and correspondence ending with Manager's No. 16W
4/6 of 5th November 1924.
Rs. 800 and Rs. 3,000 Represents depreciation on Rolling-Stock sold to Jodhpur-
Bikaner Railway during the year 1901.
*The Capital expenditure of Pipar Bilara Light Railway will be transferred during
1928-29 (Raj year) to Capital Jodhpur Railway.

VI.—Miscellaneous	...	...	...	...	...
VII.—Exchange	...	...	...	...	...
Total	...	...	...	...	...
Grand Total	3,93,79,460	82,68,472	8,66,487	4,84,94,419	2,92,936

**No. VI.—Estimate of further expenditure on Capital Account
for the year ending 31st March 1929.**

Particulars.	Total Expenditure from commencement of Operations to end of the year on final heads.				
	Jodhpur Railway.	Jodhpur Hyderabad Railway (British Section).	Sind Light Railway. Khadro Branch.	Total Metre Gauge System.	Pipar Bilara Light Railway.
Line Open for Traffic more than two Years.—	Rs.	Rs.	Rs.	Rs.	Rs.
I.—Structural Engineering Works.—					
(1) Preliminary Expenses...	97,781	59,058	3,900	1,60,739	87
(2) Land ...	15,937	70,140	.....	86,077	.....
(3) Formation ...	11,78,545	5,88,035	61,010	18,30,590	17,480
(4) Bridge work ...	10,83,371	5,20,032	49,402	16,58,805	5,723
(5) Fencing ...	1,67,202	2,08,958	954	4,67,114	45
(6) Electric Telegraph ...	43,740	17,468	.....	61,228	.....
(7) Ballast and Permanent Way ...	1,15,52,753	39,71,253	6,20,745	1,55,50,751	1,09,069
(8) Stations and Buildings	49,24,931	17,60,439	45,174	67,30,544	10,521
(9) Shore connections for ferry steamers ...	.....	.....	.....	.....	.....
(10) Plant-Construction ...	36,100	9,547	3,617	49,354	.....
Purchase price of Jhudo Railway...	.....	11,48,619	.....	11,48,619	.....
Total ...	1,91,00,450	78,49,599	7,93,862	2,77,43,911	2,32,925
II.—Equipment (Plant and furniture needed for equipment of open Line).—					
(1) Plant ...	14,07,137	41,067	4,211	14,52,415	3,436
(2) Station and Office furniture ...	.....	.....	.....	.....	.....
(3) Motors, Lorries, steamers or boats required for general purpose of the Railway but not for public traffic ...	.....	.....	.....	.....	.....
Total ...	14,07,137	41,067	4,211	14,52,415	3,436
III.—Rolling Stock.—					
(1) Rail ...	1,60,52,294	7,377	.....	1,60,59,671	52,493
(2) Motor Trolley ...	.....	.....	.....	.....	.....
(3) Ferries ...	.....	26,387	.....	26,387	.....
Total ...	1,60,52,294	33,764	.....	1,60,56,058	52,493
IV.—General Charges ...	1,81,073	3,06,504	58,414	5,46,291	4,102
V.—Collieries.—					
(1) Block Account ...	.....	.....	.....	.....	.....
(2) Plant and Equipment ...	.....	.....	.....	.....	.....
Less—Amount redeemed by Sinking Fund ...	.....	.....	.....	.....	.....
Net ...	.....	.....	.....	.....	.....
VI.—Miscellaneous (Interest during Construction and other charges permitted as a debit to Capital in terms of relevant contract) ...	.....	.....	.....	.....	.....
VII.—Exchange ...	.....	27,238	.....	27,238	.....
Total Expenditure ...	3,67,40,954	82,56,472	8,56,187	4,58,55,913	2,92,936
Lines in course of Construction.					
I.—Structural Engineering Work.—					
(1) Preliminary Expenses ...	99,310	.....	.....	99,310	.....
(2) Land ...	3,200	.....	.....	3,200	.....
(3) Formation ...	6,49,184	.....	.....	6,49,184	.....
(4) Bridge Work ...	7,81,038	.....	.....	7,81,038	.....
(5) Fencing ...	29,155	.....	.....	29,155	.....
(6) Electric Telegraph ...	195	.....	.....	195	.....
(7) Ballast and Permanent Way ...	8,51,214	.....	.....	8,51,214	.....
(8) Stations and Buildings	1,51,360	.....	.....	1,51,360	.....
(9) Shore connections for ferry steamers ...	.....	.....	.....	.....	.....
(10) Plant Constructions ...	4,627	.....	.....	4,627	.....
Total ...	25,69,283	.....	.....	25,69,283	.....
II.—Equipment (Plant and furniture needed for equipment of open line).—					
(1) Plant ...	37,761	.....	.....	37,761	.....
(2) Stations and Office furniture ...	.....	.....	.....	.....	.....
(3) Motor, Lorries, or boat &c. ...	.....	.....	.....	.....	.....
Total ...	37,761	.....	.....	37,761	.....
III.—Rolling Stock.—					
(1) Rail ...	—52,493	.....	.....	—52,493	.....
(2) Motor Cars ...	.....	.....	.....	.....	.....
(3) Ferries ...	.....	.....	.....	.....	.....
Total ...	—52,493	.....	.....	—52,493	.....
IV.—General Charges ...	83,955	.....	.....	83,955	.....
V.—Collieries.—					
(1) Block Account ...	.....	.....	.....	.....	.....
(2) Plant and Equipment...	.....	.....	.....	.....	.....

No. VII.—CAPITAL ACCOUNT.

JODHPUR HYDERABAD RAILWAY.—(*British Section*).

Dr.

Cr.

	Rs.	By	Rs.
To expenditure incurred in India	64,94,825	I.—Structural Engineering Works:—	
To expenditure incurred in England ... ..	.....	(1) Preliminary expenses	59,063
Stores @ 2s a rupee to end of 1927-28 Rs. 17,88,750.		(2) Land	70,140
Stores @ 1s. 6d. a rupee during 1928-29 Rs. Nil. ...	17,88,750	(3) Formation	5,88,035
Miscellaneous ... ..	.....	(4) Bridge work	5,26,032
		(5) Fencing	2,98,958
		(6) Electric Telegraph	17,488
		(7) Ballast and Permanent Way ...	33,71,351
		(8) Stations and Buildings	17,60,470
		(9) Plant Construction	9,547
		Purchase of Jhudo line	11,48,649
		II.—Equipment (Plant and furniture needed for equipment of open line):—	
		(1) Plant	41,067
		(2) Stations and Office furniture ...	.....
		(3) Motors, Lorries, Steamers or boat, etc. ... ..	.....
		III.—Rolling Stock:—	
		(1) Rail	7,377
		(2) Motor Cars ... ..	.....
		(3) Farries	26,387
To charge for leave and pension allowance	20,522	IV.—General Charges	3,08,100
		V.—Collieries:—	
		(1) Block Account ... ..	.....
		(2) Plant equipment ... ..	.....
		Less amount redeemed by sinking fund ... ..	.....
		Net.— ... ..	.....
To charge for capitalization of abatement of land revenue ...	40,022	VI.—Miscellaneous (interest during construction and other charges permitted as a debit to Capital in terms of relevant contract).	.....
		Loss by exchange	27,238
		Total	82,59,902
		Suspense Accounts	25,103
		Total	82,85,005
		Less Receipts on Capital Accounts ...	.....
		Preliminary expenses	5
		Ballast and Permanent Way	98
		Stations and Buildings	31
		General charges	1,296
		Total	1,430
		Net Capital Outlay	82,83,575
		Add—Charge for leave and pension allowances	20,522
		Add—Charge for Capitalization of abatement of land revenue ...	40,022
Total	83,44,119	Total	83,44,119

No. VIII.

JODHPUR RAILWAY—(Metre gauge System).

Revenue Accounts for the year ending 31st March 1929.

EXPENDITURE.					EARNINGS.		
Percentage on gross earnings.	Previous year.		Year ending 31st March 1929.	Percentage on gross earnings.	Previous year.		Year ending 31st March 1929.
	Rs.		Rs.		Rs.		Rs.
12.99	12,16,555	I.—To General Administration ...	12,10,464	11.93	41,82,947	By Coaching traffic ...	41,79,246
19.63	18,39,438	II.—To Ordinary Repairs and Maintenance ...	18,09,679	17.84	46,28,326	" Goods traffic ...	54,67,466
24.04	22,52,353	III.—To Operating Expenses ...	23,06,588	22.74	9,861	" Electric Telegraph Earnings ...	9,179
21.99	20,59,789	IV.—To renewals and Replacement	13,05,354	12.87	.....	" Steam boat earnings ...	.....
					5,47,108	" Sundries ...	4,88,158
78.65	73,68,135	Total Working Expenses ...	66,32,085	65.38	93,68,242	Total	1,01,44,049
...	1,29,345	Deduct — Share of Working Expenses of the worked lines (Non-budget)	1,48,322	.....		
80.03	72,38,790	Total Working Expenses ...	64,83,763	66.34	3,23,363	Deduct—Share of earnings of worked lines (Non-budget) ...	3,70,806
19.97	18,06,089	To Balance net earnings ...	32,89,480	33.66			
100.00	90,44,879	Total	97,73,243	100.00	90,44,879	Total earnings of the system ...	97,73,243

No. VIII.—(Continued.)

JODHPUR RAILWAY.—(Jodhpur Section.)

Revenue Accounts for the year ending 31st March 1929.

EXPENDITURE.				EARNINGS.		
Percentage on gross earnings.	Previous year.		Year ending 31st March 1929.	Percentage on gross earnings.	Previous year.	Year ending 31st March 1929.
	Rs.		Rs.		Rs.	Rs.
12.33	8,50,541	I.—To General Administration ...	8,36,450	11.51	29,89,779	By Coaching traffic ...
17.98	12,39,523	II.—To Ordinary Repairs and Maintenance ...	12,62,529	17.38	34,23,264	„ Goods traffic ...
20.84	14,36,618	III.—To Operating Expenses ...	14,16,089	19.49	7,219	„ Electric Telegraph Earnings ...
20.52	14,14,606	IV.—To Renewals and Replacement	11,76,580	16.19	.....	„ Steam boat earnings ...
71.67	49,41,288	Total Working Expenses ...	46,91,648	64.57	4,74,700	„ Sundries ...
28.33	19,53,674	To Balance net earnings ...	25,74,561	35.43	68,94,962	Total ...
100.00	68,94,962	Total ...	72,66,209	100.00	68,94,962	Deduct—Share of earnings of worked lines (Non-Budget) ...
						72,66,209

JODHPUR-HYDERABAD RAILWAY.—(British Section.)

Revenue Accounts for the year ending 31st March 1929.

EXPENDITURE.				EARNINGS.		
Percentage on gross earnings.	Previous year.		Year ending 31st March 1929.	Percentage on gross earnings.	Previous year.	Year ending 31st March 1929.
	Rs.		Rs.		Rs.	Rs.
14.80	3,66,014	I.—To General Administration ...	3,74,014	13.00	9,70,582	10,74,749
24.25	5,99,915	II.—To Ordinary Repairs and Maintenance ...	5,47,150	19.01	11,05,424	13,73,996
32.98	8,15,735	III.—To Operating Expenses ...	8,90,499	30.94	1,774	1,568
26.09	6,45,183	IV.—To Renewals and Replacement	1,28,774	4.48	.....	.....
98.12	24,26,847	Total Working Expenses ...	19,40,437	67.43	72,137	56,721
.....	1,29,345	<i>Deduct</i> —Share of worked lines Mirpurkhas Jhudo and Khadro lines ...	1,48,322	.....	21,49,917	25,07,034
106.86	22,97,502	Net—Jodhpur Hyderabad Railway	17,92,115	71.48	.....	.....
—6.86	—1,47,585	To Balance Net earnings ...	7,14,919	28.52	.....	.....
100.00	21,49,917	Total ...	25,07,034	100.00	21,49,917	25,07,034

JODHPUR RAILWAY.

FROM

R. J. BAUMGARTNER, Esqr.,

Acting Manager,

TO

THE SECRETARY,

RAILWAY BOARD,

Simla.

Jodhpur, the 8th July 1929.

SIR,

I have the honour to submit herewith my report for the financial year 1928-29 on the working of the Jodhpur Railway comprising the Jodhpur Railway (Jodhpur Section), the Jodhpur-Hyderabad, and Mirpurkhas-Khadro Railways. The Pipar Bilara Light Railway was converted into metre gauge from the 2nd August 1928 and the Mirpurkhas-Jhudo Railway was absorbed in the Jodhpur-Hyderabad Railway from the 1st January, 1929.

ANNUAL REPORT.

1. The following statement brings into prominence the more important features of the operation of the Jodhpur Railway during the year 1928-29 together with similar information for the year 1927-28.—

Particulars.	Jodhpur Railway whole system.	
	1927-28.	1928-29.
Mileage open.—		
1. Single Line	866·82	917 17
2. Double Line ... ..	...	...
3. Total Route Mileage	866·82	917·17
4. Total Track Mileage	1,008·60	1,074·29
Capital & Revenue Earnings and Expenditure.—	Rs.	Rs.
5. Total Capital Outlay including suspense on Open Line	4,64,30,532	4,76,22,768
6. Gross Earnings	94,23,065	1,01,72,084

MIRPUR KHAS-JHUDO RAILWAY.

Revenue Accounts for the year ending 31st March 1929.

EXPENDITURE.				EARNINGS.		
Percentage on gross earnings.	Previous year.		Year ending 31st March 1929.*	Percentage on gross earnings.	Previous year.	Year ending 31st March 1929.*
	Rs.		Rs.		Rs.	Rs.
.....	.....	I.—To General Administration ...	.....	.....	1,24,822	By Coaching traffic ...
.....	.....	II.—To Ordinary Repairs and Maintenance ...	.....	.....	73,878	„ Goods traffic ...
.....	.....	III.—To Operating Expenses ...	.....	.....	259	„ Electric Telegraph Earnings ...
.....	.....	IV.—To Renewals and Replacement	.....	.....	.....	„ Steam boat earnings ...
					129	„ Sundries ...
40·00	79,635	Total Working Expenses ...	88,248	40·00	1,99,088	Total ...
60·00	1,19,453	To Balance net earnings ...	1,32,372	60·00	.....	Deduct—Share of earnings of worked lines (Non-Budget)
100·00	1,99,088	Total ...	2,20,620	100·00	1,99,088	Total ...
						2,20,620

* The figures shown in columns marked * are for 9 months only *i.e.*, from April 1928 to December 1928 consequent on the amalgamation of Mirpur Khas Jhudo Railway with Jodhpur Hyderabad Railway from 1-1-1929.

No. VIII.—(Continued).

MIRPUR-KHAS KHADRO RAILWAY.

Revenue Accounts for the year ending 31st March 1929.

EXPENDITURE.					EARNINGS.		
Percentage on gross earnings.	Previous Year.		Year ending 31st March 1929.	Percentage on gross earnings.	Previous Year.		Year ending 31st March 1929.
	Rs.	I.—To General Administration ...	Rs.	.....	Rs.	By Coaching traffic ...	Rs.
.....	.....	II.—To Ordinary Repairs and Maintenance ...	.....	.....	97,764	„ Goods traffic ...	1,15,202
.....	.....	III.—To Operating Expenses ...	.....	.....	25,760	„ „ „ „	34,246
.....	.....	IV.—To Renewals and Replacement	.....	.....	609	„ Electric Telegraph Earnings ...	559
					142	„ Steam boat earnings ...	.....
						„ Sundries ...	179.
40-00	49,710	Total Working Expenses ...	60,074	40-00	1,24,275	Total ...	1,50,186
60-00	74,565	To Balance net earnings ...	90,112	60-00	.....	
100-00	1,24,275	Total ...	1,50,186	100-00	1,24,275	Deduct—Share of earnings of worked lines (Non-Budget)	.....
						Total ...	1,50,186

PIPAR BILARA LIGHT RAILWAY.—(Narrow gauge System).

Revenue Accounts for the year ending 31st March 1929.

EXPENDITURE.				EARNINGS.		
Percentage on gross earnings.	Previous year.		Year ending 31st March 1929. *	Percentage on gross earnings.	Previous year.	Year ending 31st March 1929. *
	Rs.		Rs.		Rs.	Rs.
2.94	1,612	I.—To General Administration ...	557	1.99	38,987	By Coaching traffic ...
18.67	10,234	II.—To Ordinary Repairs and Maintenance ...	1,798	6.41	15,836	„ Goods traffic ...
21.34	11,697	III.—To Operating Expenses ...	7,557	26.96	.....	„ Electric Telegraph Earnings ...
1.67	917	IV.—To Renewals and Replacement.	1,90,714	680.27	.....	„ Steam boat earnings ...
					.....	„ Sundries ...
		Total Working Expenses ...	2,00,626	715.63	54,823	Total ...
44.62	24,460					28,035
55.38	30,363	To Balance net earnings ...	—1,72,591	65.63 —61.563	.....	Deduct—Share of earnings of worked lines (Non-Budget)
100.00	54,823	Total ...	28,035	100.00	54,823	Total ...
						28,035

* The figures shown in columns marked * are for 4 months only *i.e.*, from April 1928 to July 1928, consequent on the conversion of Pipar Bilara Light Railway from Narrow gauge to Metro gauge from 1-8-1928.

PIPAR BLARA LIGHT RAILWAY.

Total for Metre-Gauge System.		I. General Administration.		II. Ordinary Repairs and Maintenance.		III. Operating Expenses.		IV. Renewal and Replacement.		Total.	
		Cash.	Stores.	Cash.	Stores.	Cash.	Stores.	Cash.	Stores.	Cash.	Stores.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
14,19,428	50,736	231	...	1,339	12	...	...	2,00,168	-43,560	2,01,738	-43,548
11,44,676	10,67,988	-9	...	463	-40	774	4,642	21,235	-6,350	22,405	-1,743
9,51,693	1,97,151	...	...	24	2	70	16	31,256	-12,037	31,352	-12,019
8,07,083	93,013	...	...	-4	...	2,035	...	...	...	2,051	...
5,79,827	9,981	156	...	...	...	...	...	...	...	158	...
9,26,073	-15,564	177	...	...	...	...	...	...	...	177	...
52,28,780	14,03,305	557	...	1,824	-26	2,899	4,658	2,52,661	-61,947	2,57,941	-57,315
1,14,517	33,803	...	...	...	...	...	...	...	...	...	...
51,14,263	13,69,500	557	...	1,824	-26	2,899	4,658	2,52,661	-61,947	2,57,941	-57,315

REVENUE ABSTRACTS, ETC.

[illegible]

[illegible]

Year ending 31st March 1929.

ABSTRACT B.

[illegible]

Particulars.	Jodhpur Railway whole system.	
	1927-28.	1928-29.
	Rs.	Rs.
7. Gross Earnings per train mile	5.29	5.62
8. Working Expenses	73,92,595	68,32,711
9. Working Expenses per train mile.	4 15	3.77
10. Net Earnings	20,30,470	33,39,373
11. Percentage of Total working Expenses to Gross Earnings	78.45	67.17
12 Percentage of Net Earnings on total Capital Equipment.— outlay	4.37	7.01
	No.	No.
13. Locomotives	108	108
14. Passenger Carriages	234	237
15. Other Passenger Carriages	60	57
16. Goods Stock	2,611	2,628
16 (a) Motor Inspection Trolleys	4	5
Passenger Traffic.—		
17. Number of passengers carried	3,545,766	3,737,024
	Miles.	Miles.
18. Passenger Miles	161,063,365	162,896,645
19. Average Journey	45.42	43.59
	Rs.	Rs.
20. Earnings from passengers carried	36,34,858	36,41,500
	Pies.	Pies.
21. Average rate charged per passenger per mile.	4.33	4.29
	Rs.	Rs.
22. Total Coaching Earnings	42,21,934	41,91,940
Goods Traffic.—		
	Tons.	Tons.
23. Number of tons carried	758,974	877,620
	Miles.	Miles.
24. Net ton miles	119,356,217	136,981,760
25. Average haul	157.26	156.08
	Rs.	Rs.
26. Earnings from tonnage carried excluding re- funds and remissions	46,19,878	54,71,651
	Pies.	Pies.
27. Average rate charged for carrying a ton of goods one mile	7.43	7.67
	Rs.	Rs.
28. Total Goods Earnings	46,44,162	54,82,807
28(a) Miscellaneous Earnings	5,56,969	4,97,337
	No.	No.
29. Number of employees	8,207	7,770
30. Number of Stations	132	141

5,15,085	1,46,455	3,69,230	(e) Freight on Fuel—	-2,832	3,60,871	3,48,039	-1,148	1,45,410	1,44,262	-3,980	4,90,251	4,92,301
1,14,071	32,396	81,675	(i) Sea and Foreign Railway	94,022	-9,517	84,503	39,021	-3,943	46,078	1,33,043	-13,460	1,19,583
9,065	6,490	7,205	(ii) Home Railway	7,205	-194	7,011	3,002	-80	2,922	3,007	-274	9,933
1,41,318	40,134	1,01,184	(f) Loading and inspection fee on coal	52,991	86,729	89,720	21,851	15,223	37,074	74,842	51,952	1,26,794
33,332	9,460	23,866	3. Water wages and stores	-4,502	20,218	15,656	-1,884	8,378	6,494	-6,446	28,596	22,150
...	...	...	4. Oil, tallow and other stores	...	...	...	...	...	...	...	...	...
...	...	...	5. Rail Motors—	...	...	...	...	...	...	...	...	...
...	...	...	(a) Wages and overtime of Drivers	...	...	...	...	...	...	...	...	...
...	...	...	(b) Fuel	...	...	...	...	...	...	...	...	...
...	...	...	(c) Other expenses	...	...	...	...	...	...	...	...	...
...	...	...	6. Payments to other Railways—	...	...	...	...	...	...	...	...	...
...	...	...	(a) Haulage of trains	...	...	...	...	...	...	...	...	...
...	...	...	(b) Shunting at joint stations	...	...	...	...	...	...	...	...	...
...	...	...	(c) Hire of Locomotives	...	...	...	...	...	...	...	...	...
86,263	86,263	...	(d) Interest on capital cost of Locomotives	-13,961	...	-13,961	1,02,541	...	1,02,541	-13,961	...	-13,961
...	...	...	7. Miscellaneous expenses—	...	...	...	...	...	...	1,02,541	...	1,02,541
13,432	3,814	9,618	(a) Carriage of Revenue stores excluding fuel	1,837	4,777	1,837	761	...	761	2,598	...	2,598
-12,110	-4,821	-7,319	(b) Losses of cash and stores	-238	...	4,519	366	1,981	3,672	1,633	6,758	8,391
1,293	350	883	(c) Other items	884	...	884	...	...	366	1,250	...	1,250
12,70,000	4,21,071	8,48,929	Total Operating Expenses	2,47,263	5,68,519	8,10,782	2,12,814	2,39,588	4,40,352	4,60,077	7,97,057	12,57,134
...	...	...	IV.—Replacement and Renewal.	...	...	...	...	...	...	...	...	...
...	...	...	1. Locomotives.	...	...	...	...	...	...	...	...	...
1,05,766	97,717	8,049	(a) Workshop charges (outturn from manufacture suspense)	2,82,000	...	2,82,000	559	...	559	2,83,169	...	2,83,169
...	...	...	(b) Direct charges	...	...	...	...	...	...	...	...	...
...	...	...	2. Boilers—	...	...	...	...	...	...	...	...	...
...	...	...	(a) Workshop charges	12,511	...	12,304	5,184	...	5,125	17,695	...	17,489
...	...	...	(b) Direct charges	...	...	...	...	...	...	...	...	...
2,545	723	1,822	3. Rail Motors—	...	...	...	...	...	...	...	...	...
...	...	...	(a) Workshop charges	...	...	...	...	...	...	...	...	...
...	...	...	(b) Direct charges	...	...	...	...	...	...	...	...	...
7,621	2,952	4,669	4. Equipment—	22,760	20,857	43,617	5,941	9,714	15,055	28,101	30,571	58,672
...	...	...	(a) Workshop machinery	...	...	...	...	...	...	...	...	...
...	...	...	(b) Other	...	...	...	...	...	...	...	...	...
1,15,932	1,01,392	14,540	Total Replacement and Renewal	3,17,871	20,710	3,38,581	11,084	9,655	20,739	3,28,955	30,365	3,59,320
21,09,264	7,26,948	13,82,316	Total Abstract B.	8,17,327	7,77,348	15,94,675	3,27,349	3,22,444	6,49,793	11,44,676	10,99,792	22,44,468
15,447	4,367	11,060	Deduct—Value of stores returned to stock	...	22,485	22,485	...	9,319	9,319	...	31,804	31,804
20,93,817	7,22,501	19,71,256	Total	8,17,327	7,54,863	15,72,190	3,27,349	3,13,125	6,40,474	11,44,676	10,67,988	22,12,664
23,710	23,710	...	Less—Share of non-budget lines Worked.—	...	...	...	14,887	14,241	20,128	14,887	14,241	29,125
14,601	14,601	...	Mirpurkhas-Jhudo	...	...	...	8,573	11,255	19,828	8,573	11,255	19,828
...	...	...	Mirpurkhas-Khadro	...	...	...	...	...	...	...	...	...
38,511	38,511	...	Total	...	...	...	23,460	25,496	48,956	23,460	25,496	48,956
20,65,306	6,84,030	13,71,256	Net Budget lines	8,17,327	7,54,863	15,72,190	3,03,889	2,87,629	5,91,518	11,21,216	10,42,492	21,63,708
Total	J. H. R.	J. R.	Details of Payments to other Railways.				Total					
...	Rs.	Rs.	{ Haulage of trains	{ Charges	{ Receipts	{ Net	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
...
...	...	...	{ Shunting at Joint Stations	{ Charges	{ Receipts	{ Net	...	...	...	...	...	...
...
...	...	...	{ Hire of Locomotives	{ Charges	{ Receipts	{ Net	...	...	...	...	...	...
...
86,263	86,263	...	{ Interest on capital cost of Locomotives	{ Charges	{ Receipts	{ Net	1,02,541	1,02,541	1,02,541	1,02,541	1,02,541	1,02,541
...
86,263	86,263	...	...	...	...	...	...	...	...	...	...	...

ABSTRACT C.

Year ending 31st March 1928.

Maintenance of Carriage and Wagon Stock.

Year ending 31st March 1929.

Total.	Jodhpur-Hyderabad Railway. (British Section).	Jodhpur Railway.	Particulars.	Jodhpur Railway.			Jodhpur-Hyderabad Railway (British Section).			Total.		
				Cash.	Stores and Sussense.	Total.	Cash.	Stores and Sussense.	Total.	Cash.	Stores and Sussense.	Total.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
25,413	7,217	18,196	I.—General Administration.—	18,832	.....	13,832	5,732	.....	5,732	19,564	.....	19,564
37,141	10,548	26,593	1. Management and Control—	20,768	.....	20,768	11,034	.....	11,034	37,862	.....	37,862
33,408	9,488	23,920	(a) Salaries.—	23,279	.....	23,279	10,062	.....	10,062	34,341	.....	34,341
835	237	598	(i) Administrative and Executive Officers	452	.....	452	187	.....	187	639	.....	639
4,740	1,347	3,393	(ii) Subordinate supervising staff	3,683	.....	3,683	1,625	.....	1,625	5,208	.....	5,208
1,01,537	28,837	72,700	(iii) Office staff... ..	.....	.....	.....	.....	.....	.....	.....	.....	.....
			(b) Travelling and other compensatory allowances ... ..	.....	.....	.....	.....	.....	.....	.....	.....	.....
			(c) Contingent office expenses ... ..	.....	.....	.....	.....	.....	.....	.....	.....	.....
			Total General Administration	69,014	.....	69,014	29,600	.....	29,600	97,614	.....	97,614
13,898	3,947	9,951	II.—Ordinary Repairs & Maintenance.—	.....	.....	.....	.....	.....	.....	.....	.....	.....
2,41,118	68,476	1,72,637	1. Coaching Vehicles.—	11,710	8,384	20,094	4,854	3,473	8,327	16,564	11,857	28,421
21,349	0,063	15,286	(a) Running repairs ... ..	.....	.....	.....	.....	.....	.....	.....	.....	.....
33,425	9,403	23,023	(b) Workshop repairs	88,017	42,252	1,30,269	36,476	17,623	53,093	1,24,493	59,803	1,84,298
1,21,514	34,510	87,004	(1) Passenger Carriages (Outturn from Manufacture Suspense)	5,601	4,255	9,856	2,323	1,763	4,086	7,927	6,018	13,945
2,287	649	1,638	(2) Other Coaching Vehicles ... ..	.....	.....	.....	.....	.....	.....	.....	.....	.....
33,425	9,403	23,023	2. Goods vehicles.—	9,838	28,627	38,465	4,256	11,682	15,938	14,084	40,209	54,293
1,21,514	34,510	87,004	(a) Running repairs	39,862	33,822	73,684	16,519	14,018	30,537	56,381	47,840	1,04,221
2,287	649	1,638	(b) Workshop repairs (Outturn from Manufacture Suspense)	5,520	.....	5,520	2,288	.....	2,288	7,808	.....	7,808
24,106	6,847	17,259	3. Running repairs to Foreign Railway vehicles... ..	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	4. Equipment.—	9,661	5,805	15,466	3,944	2,549	6,493	18,805	8,354	27,159
.....	.....	.....	(a) Machinery and Tools ... ..	.....	.....	.....	.....	.....	.....	.....	.....	.....
3,507	269	3,238	(b) Service Motor Cars and Trolleys	1,011	194	1,205	.....	.....	.....	1,429	.....	1,429
			(c) Furniture and sundries	6,162	3,615	9,777	.....	.....	.....	6,162	.....	6,162
			(d) New Minor Works ... ..	.....	.....	.....	.....	.....	.....	.....	.....	.....
4,62,196	1,30,251	3,31,945	Total—Ordinary Repairs and Maintenance... ..	1,77,545	1,27,084	3,04,629	71,918	51,659	1,23,577	2,48,599	1,78,173	4,26,772
32,222	9,151	23,071	III.—Operating Expenses.—	.....	.....	.....	.....	.....	.....	.....	.....	.....
10,643	3,023	7,620	1. Inspection of running vehicles.—	23,776	.....	23,776	9,533	.....	9,533	34,628	.....	34,628
			(a) Examination, clearance, oiling, etc. ... ..	.....	.....	.....	.....	.....	.....	.....	.....	.....
			(b) Oil, grease, and other stores ... ..	.....	.....	.....	.....	.....	.....	.....	.....	.....

ABSTRACT D.

Maintenance and Working of Ferry Steamers and Harbours

Nil.

Year ending 31st March 1928.

Expenses of Traffic Department.

Year ending 31st March 1929.

Total.	Jodhpur-Hyderabad Railway (British Section).		Jodhpur Railway.			Jodhpur-Hyderabad Railway (British Section).				Total.		
	Rs.	Rs.	Rs.	Cash.	Stores and Suspense.	Total.	Rs.	Cash.	Stores and Suspense.	Total.	Rs.	Rs.
I.—General Administration.—												
1. Management and control.—												
(a) Salaries.—												
(i) Traffic Manager, Deputies and Assistants...	50,600	16,100	40,500	42,758	.....	42,758	17,720	17,720	.....	17,720	60,478	Rs.
(ii) Subordinate supervising staff ...	56,743	10,115	40,628	42,255	.....	42,255	17,511	17,511	.....	17,511	59,766	.....
(iii) Office staff ...	8,107	882	2,225	3,056	.....	3,056	1,266	1,266	.....	1,266	4,322	.....
(b) Travelling and other compensatory allowances ...	3,365	936	2,409	1,130	486	1,616	409	409	201	670	1,669	.....
(c) Contingent office expenses ...				89,199	486	89,685	36,966	36,966	201	37,167	1,26,852	.....
Total General Administration ...	1,19,905	34,033	85,852								687	Rs.
II.—Ordinary Repairs and Maintenance.—												
1. Equipment.—												
(a) Office and station furniture and appliances.	42,715	12,132	30,583	8,665	10,488	28,148	3,586	3,586	8,075	11,661	27,558	30,809
(b) Tarpaulins, Wagon covers, etc. ...	16,693	4,741	11,954	775	849	1,624	322	322	352	674	1,201	2,208
(c) Service motor cars (rail and road) and trollies ...	85	24	61	22	1,547	1,569	10	10	641	651	2,188	2,220
Total ordinary Repairs and Maintenance ...	59,493	16,897	42,598	9,462	21,879	31,341	3,918	3,918	9,068	12,966	30,947	44,327
III.—Operating expenses.—												
1. Salaries, wages and allowances.—												
(a) General operating staff (Inspectors, canvassers, etc. ...)	17,690	5,024	12,666	10,277	.....	10,277	4,259	4,259	.....	4,259	14,536	14,536
(b) Station staff ...	2,69,676	76,587	1,93,089	2,00,403	.....	2,00,403	83,052	83,052	.....	83,052	2,83,455	2,83,455
(c) Train staff ...	61,781	17,546	44,235	45,499	—21	45,478	18,856	18,856	—9	18,847	64,325	64,325
(d) Mileage and overtime of train staff ...	26,251	7,456	18,795	20,127	.....	20,127	8,341	8,341	.....	8,341	28,468	28,468
(e) Travelling ticket examining staff ...	17,186	4,881	12,305	15,905	.....	15,905	6,592	6,592	.....	6,592	22,497	22,497
2. Fires, lights and general stores for stations and sheds ...	42,476	12,037	30,439	15,702	.....	15,702	39,608	39,608	9,907	16,415	38,818	56,023
3. Lighting, water and general stores in trains ...	64,349	18,275	46,074	31,136	23,906	45,079	12,906	12,906	6,152	44,038	20,995	65,033
4. Clothing ...	18,288	5,180	13,055	14,112	14,112	14,071	17	17	5,848	5,831	19,960	19,960
5. Stationery, forms and tickets ...	44,112	12,528	31,583	35,938	369	36,307	14,894	14,894	153	15,047	50,832	51,354
6. Expenses on handling, collection and delivery of goods—												
(a) Loading and unloading charges ...	34,062	9,074	24,988	29,919	.....	29,919	12,399	12,399	.....	12,399	42,318	42,318
(b) Collection and delivery charges ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7. Expenses at other agencies ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
*8. Payments to other railways.—	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

53,439	15,177	38,262	(a) Traffic expenses at joint station ... Net	38,506	.....	38,506	16,131	.....	15,131	51,037	.....	51,037
13,922	8,945	9,977	(b) Rent of stations jointly occupied ... Net	9,092	.....	9,092	8,771	.....	3,771	12,863	.....	12,863
71,462	20,265	51,167	(c) Payment for Running powers ... Net	.....	.....	.....	.....	.....	.....	.....	.....	.....
567	161	406	9. Conference hire and penalty charges on inter-charged stock ...	16,838	.....	16,838	6,979	.....	6,979	23,817	.....	23,817
.....	.....	.....	10. Compensation for goods, etc. lost or damaged ...	1,781	.....	1,778	738	.....	737	2,515	.....	2,515
.....	.....	.....	Less Sale proceeds of unclaimed and damaged goods ...	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	11. Miscellaneous Expenses—	.....	.....	.....	.....	.....	.....	.....	.....	.....
2,349	667	1,682	(a) Carriage of Revenue stores ...	289	.....	289	120	.....	120	409	.....	409
—4,236	—1,203	—3,033	(b) Losses of Cash and stores—	—2,149	.....	—2,149	—890	.....	—890	—3,039	.....	—3,039
.....	.....	.....	(i) Departmental ...	.....	.....	.....	.....	.....	.....	.....	.....	.....
1,382	392	990	(ii) Of other departments while under transportation ...	15	.....	15	6	.....	6	21	.....	21
7,34,706	2,08,642	5,26,064	(c) Sundries ...	1,288	.....	1,288	534	.....	534	1,822	.....	1,822
.....	.....	.....	Total Operating Expenses	4,68,525	53,206	5,21,731	1,94,175	22,650	2,16,225	6,62,700	75,256	7,37,956
.....	.....	.....	IV. Replacement and Renewal.	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	1. Equipment ...	3,508	.....	3,508	1,330	.....	1,330	4,838	.....	4,838
.....	.....	.....	Total Replacement and Renewal	3,508	.....	3,508	1,330	.....	1,330	4,838	.....	4,838
9,14,106	2,59,602	6,54,514	Total Abstract E.	5,70,694	75,571	6,46,265	2,36,389	31,319	2,67,708	8,07,093	1,06,890	9,13,973
19,052	5,405	13,647	Deduct—Value of stores returned to stock	.....	9,811	9,811	.....	4,066	4,066	.....	13,877	13,877
8,95,054	2,54,187	6,40,867	Total	5,70,694	65,760	6,36,454	2,36,389	27,253	2,63,642	8,07,093	98,018	9,00,096
8,341	8,341	.....	Less Share of Non-budget lines worked—	.....	.....	.....	.....	.....	.....	.....	.....	.....
5,207	5,207	.....	Mirpurkhas-Jhudo ...	.....	.....	.....	10,751	1,239	11,990	10,751	1,239	11,990
.....	.....	.....	Mirpurkhas Khedro ...	.....	.....	.....	7,319	844	8,163	7,319	844	8,163
13,548	13,548	.....	Total	.....	.....	.....	18,070	2,083	20,153	18,070	2,083	20,153
8,81,506	2,40,639	6,40,867	Net Budget lines	5,70,694	65,760	6,36,454	2,18,319	23,170	2,43,489	7,89,013	90,930	8,79,943
*Details of charges and receipts.												
Total.	J. H. R.	J. R.	Traffic expenses at joint Stations	Charges ...	J. R.	J. H. R.	Total.	Rs.	Rs.	Rs.	Rs.	Rs.
61,420	17,443	43,977	.....	Receipts ...	37,370	15,437	52,857	52,857	15,437	52,857	52,857	52,857
7,981	2,266	5,715	.....	Net ...	36,507	15,130	51,637	1,230	357	1,230	1,230	1,230
53,439	15,177	38,262	Rent of Stations jointly occupied	Charges ...	9,103	3,773	12,876	12,876	3,773	12,876	12,876	12,876
15,871	4,262	11,609	.....	Net ...	9,094	3,769	12,863	13	4	13	13	13
1,949	317	1,632	Conference hire and penalty charges on inter-charged Stock...	Charges ...	61,500	25,486	86,986	86,986	3,769	12,863	12,863	12,863
13,022	3,045	9,977	.....	Receipts ...	44,661	18,508	63,169	63,169	18,508	63,169	63,169	63,169
30,062	9,707	24,474	.....	Net ...	16,839	6,978	23,817	23,817	6,978	23,817	23,817	23,817
34,181	8,762	51,167	Compensation for goods etc. lost or damaged	Charges ...	6,105	2,530	8,635	8,635	2,530	8,635	8,635	8,635
1,05,643	3,762	3,356	.....	Net ...	4,327	1,793	6,120	6,120	1,793	6,120	6,120	6,120
8,81,506	2,40,639	6,40,867	.....	.....	1,778	737	2,515	2,515	737	2,515	2,515	2,515

ABSTRACT F.

Year ending 31st March 1929.

Expenses of General Department.

Year ending 31st March 1928.

Total.	Jodhpur Hyderabad Railway (British Section).	Jodhpur Railway.	Particulars.	Jodhpur Railway.			Jodhpur-Hyderabad Railway (British Section).			Total.		
				Cash.	Stores and suspense.	Total.	Cash.	Store and Suspense.	Total.	Cash.	Stores and Suspense.	Total.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
<i>I. General Administration.—</i>												
1. London Boards.—												
.....	.....	.....	(a) Board of Directors and Staff .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	(b) Auditors and Accounts .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6,679	1,897	4,782	(c) Consulting Engineers' and Inspectors' fees and allowances	4,715	.....	4,715	1,954	.....	1,954	6,669	.....	6,669
.....	.....	.....	(d) Office expenses and contingencies .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	Shares of Secretary of State's General charges .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	Charges in India for Government supervision .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	Control and Audit	32,769	.....	32,769	.....	.....	.....	.....	.....	.....
35,652	10,125	25,527	Leave allowances in England .....	.....	.....	.....	13,580	.....	13,580	46,349	.....	46,349
2. Indian Management and Control :—												
(a) Agent's Office—												
32,766	9,905	23,461	(i) Salaries of administrative and Assistant officers	22,251	.....	22,251	9,222	.....	9,222	31,473	.....	31,473
36,060	10,241	25,819	(ii) Salaries of office establishment	26,233	.....	26,233	10,871	.....	10,871	37,104	.....	37,104
978	278	700	(iii) Travelling and other compensatory allowances	619	.....	619	257	.....	257	876	.....	876
7,177	2,038	5,139	(iv) Contingent office expenses	2,872	316	3,188	1,191	180	1,321	4,063	446	4,509
(b) Accounts and Audit Department—												
45,749	12,093	32,756	(i) Salaries of Gazetted Officers	35,633	.....	35,633	14,767	.....	14,767	50,400	.....	50,400
92,709	26,329	66,380	(ii) Salaries of office establishment	66,109	.....	66,109	27,397	.....	27,397	93,506	.....	93,506
9,717	2,760	6,957	(iii) Salaries of outdoor inspection and verification staff	7,217	.....	7,217	2,991	.....	2,991	10,208	.....	10,208
8,456	982	2,474	(iv) Travelling and other compensatory allowances	2,734	1	2,735	1,133	1	1,134	3,867	2	3,869
9,733	2,764	6,969	(v) Contingent office expenses	5,345	573	5,918	2,216	236	2,452	7,561	800	8,370
(c) Stores Department—												
21,056	5,980	15,076	(i) Salaries of Gazetted staff	13,554	.....	13,554	5,617	.....	5,617	19,171	.....	19,171
12,060	3,425	8,635	(ii) Salaries of Subordinate supervising staff	8,913	.....	8,913	3,694	.....	3,694	12,607	.....	12,607
35,536	10,792	25,444	(iii) Salaries of office establishment	23,253	.....	23,253	9,649	.....	9,649	32,932	.....	32,932
1,602	455	1,147	(iv) Travelling and other compensatory allowances	1,026	6	1,032	426	1	427	1,452	7	1,459
5,135	1,459	3,676	(v) Contingent office expenses	2,905	491	3,396	1,205	203	1,408	4,110	694	4,804
14,927	4,239	10,688	(vi) Cost of out door Menial Staff	9,433	.....	9,433	3,909	.....	3,909	13,342	.....	13,342

ABSTRACT C.

Year ending 31st March 1928.

Miscellaneous Expenses.

Year ending 31st March 1929.

Total.	Jodhpur Hyderabad Railway (British Section).	Jodhpur Railway.	Particulars.	Jodhpur Railway.			Jodhpur Hyderabad Railway (British Section).			Total.		
				Cash.	Stores and Suspende.	Total.	Cash.	Stores and Suspende.	Total.	Cash.	Stores and Suspende.	Total.
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
751	213	588	I.—General Administration.—									
			1. Law charges.—									
			(a) Salaries of Railway Legal staff and fees to Counsel	437	.....	437	181	.....	181	613	.....	618
—11	—3	—8	(b) Costs and other legal expenses	182	.....	182	75	.....	75	257	.....	257
.....	.....	.....	(c) Less costs recovered ... ..	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	2. Rents of buildings and lands.—									
.....	.....	.....	(a) For residential purposes ... ..	.....	.....	.....	.....	.....	.....	.....	.....	.....
30,101	30,101	.....	(b) Other ... ..	.....	.....	.....	.....	.....	.....	.....	.....	.....
823	823	.....	(c) Interest on capital cost of buildings jointly used	—3,563	.....	—3,563	31,003	.....	31,003	27,440	.....	27,440
.....	.....	.....	(d) Interest on capital cost of Electric fittings in Bungalows and Buildings ... ..	.....	.....	.....	533	.....	533	533	.....	533
92,124	26,163	65,961	3. Rates and taxes ... ..	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	4. Contributions to Provident institution.—									
.....	.....	.....	(a) Bonus	67,735	.....	67,735	28,071	.....	28,071	95,803	.....	95,806
.....	.....	.....	(b) Cost of management (if not part of Audit office) ... ..	.....	.....	.....	.....	.....	.....	.....	.....	.....
71,562	20,329	51,253	5. Gratuities—									
809	230	579	(a) For good efficient and faithful services	23,750	.....	23,750	9,843	.....	9,843	33,593	.....	33,593
.....	.....	.....	(b) Other gratuities	1,152	.....	1,152	477	.....	477	1,629	.....	1,629
.....	.....	.....	6. Compensation (other than those included in B. III—10)	578	.....	578	240	.....	240	818	.....	818
.....	.....	.....	7. Educational grants.—									
.....	.....	.....	(a) Net cost of Railway schools ... ..	.....	.....	.....	.....	.....	.....	.....	.....	.....
1,500	426	1,074	(b) Grants in aid to other schools ... ..	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	(c) Fees for training of officers	252	.....	252	104	.....	104	356	.....	356
9,010	2,559	6,451	8. Health and Welfare services—									
.....	.....	.....	(a) Sanitation, conservancy, and lighting in Railway colonies, and residential areas.	9,860	977	10,837	4,056	405	4,491	19,946	1,982	15,928

PIPAR BILARA LIGHT RAILWAY. (Narrow-Gauge).

ABSTRACT A.

Year ending *Maintenance of Structural Works.*
31st March 1928.

Year ending
31st March 1929.

Total.	Particulars.	Total.		
		Cash.	Stores and Suspense.	Total.
Rs.		Rs.	Rs.	Rs.
	<i>I.—General Administration.—</i>			
	1. Management and Control.—			
	(a) Salaries —			
...	(i) Administrative and Executive officers..	...	...	...
690	(ii) Subordinate supervising staff ...	231	...	231
...	(iii) Office staff ...	...	...	...
...	(b) Travelling and other compensatory allowances ...	...	...	...
4	(c) Contingent office expenses ...	...	...	...
694	Total General Administration ...	231	...	231
	<i>II.—Ordinary Repairs and Maintenance.—</i>			
	1. Structural Works —			
5,950	(a) Track (Running Lines, siding and yards)...	1,339	5	1,344
211	(b) Bridges and Tunnels ...	...	...	...
...	(c) Service Buildings ...	...	...	...
239	(d) Residential staff quarters ...	...	8	8
...	(e) Station Machinery (Signals, Turntables, Water columns etc. ...	...	...	...
78	(f) Shore connections at Ferries ...	...	...	...
...	(g) Miscellaneous (Fencing, Service, roads etc...) ...	...	...	...
	2. Equipment.—			
56	(a) Engineers' Tools and Plant ...	...	91	91
—1	(b) Service Motor Cars and trollies ...	...	...	...
...	(c) Furniture and Sundries ...	...	...	...
...	3. Conservancy of rivers ...	...	...	...
...	4. Plantations nurseries and gardens ...	...	...	...
...	5. New Minor Works ...	...	...	...
	6. Miscellaneous expenses.—			
128	(a) Carriage of Revenue Stores ...	...	...	...
...	(b) Losses of Cash and Stores ...	...	...	...
...	(c) Other items ...	...	...	...
6,661	Total Ordinary Repairs and Maintenance ...	1,339	104	1,443
	<i>III.—Replacement and Renewal.—</i>			
	1. Structural Works.—			
1,096	(a) Track (Running lines, siding and yards) ...	1,90,945	23,100	2,14,045
...	(b) Bridges and Tunnels and works incidental thereto ...	5,723	540	6,263
...	(c) Service buildings ...	1,000	...	1,000
...	(d) Residential Quarters ...	2,500	...	2,500
...	(e) Station machinery ...	...	...	...
...	(f) Shore connections at Ferries... ..	...	...	...
...	(g) Miscellaneous ...	...	...	...
...	2. Equipment ...	...	...	...
1,096	Total Replacement and Renewal ...	2,00,168	23,640	2,23,808
8,451	Total Abstract A ...	2,01,738	23,744	2,25,482
373	Deduct—Value of stores returned to stock ...	...	67,292	67,292
8,078	Total ...	2,01,738	— 43,548	1,58,190

2. **Capital.**—At the close of the year 1928-29 the total Capital including Construction and Suspense, invested in the Jodhpur Railway was:—

Railways.	1927-28.	1928-29.	Difference.
	Rs.	Rs.	Rs.
Jodhpur Railway (Jodhpur Section) including Pipar-Bilara Light Railway ...	3,90,10,197	4,11,21,628	+21,11,431
Jodhpur-Hyderabad Railway (British Section) including Mirpurkhas-Jhudo Railway ...	79,00,053	82,83,575	+3,83,522
Mirpurkhas-Khadro Railway	8,53,109	8,56,487	+3,378

The property brought into the owners the following return on the Capital outlay:—

Railways.	Capital Outlay on open line.		Return on Capital outlay.	
	1927-28.	1928-29.	1927-28.	1928-29.
	Rs.	Rs.	Rs.	Rs.
Jodhpur Railway (Jodhpur Section) including Pipar-Bilara Light Railway ...	3,76,77,370	3,84,82,706	5.27	6.24
Jodhpur-Hyderabad Railway (British Section) including Mirpurkhas-Jhudo Railway.	79,00,053	82,83,575	—0.36	10.23
Mirpurkhas-Khadro Railway ...	8,53,109	8,56,487	8.74	10.52
Total ...	4,64,30,532	4,76,22,768	4.37	7.01

3. **Gross Earnings.**—The Gross Earnings from all the sources of the several Railways comprising the system amounted to Rs. 1,01,72,084/- in the year under review as compared with Rs. 94,23,065/- in the previous year. The increase in the earnings is therefore Rs. 7,49,019/-.

The Gross Earnings of each of the Railways comprising the system are given below together with similar figures for the year 1927-28:—

Railways.	1927-28.	1928-29.	Increase.	Decrease.
	Rs.	Rs.	Rs.	Rs.
Jodhpur Railway (Jodhpur Section) including Pipar Bilara Light Railway ...	69,49,785	72,94,244	3,44,459	...
Jodhpur-Hyderabad Railway (British Section) including Mirpurkhas-Jhudo Railway.	23,49,005	27,27,654	3,78,649	...
Mirpurkhas-Khadro Railway ...	1,24,275	1,50,186	25,911	...
Total ...	94,23,065	1,01,72,084	7,49,019	...

PIPAR BILARA LIGHT RAILWAY.

ABSTRACT B.—(Continued.)

Maintenance and Supply of Locomotive power.

Year ending
31st March 1928.

Year ending
31st March 1929.

Total.	Particulars.	TOTAL.		
		Cash.	Stores and Suspense.	Total.
Rs.		Rs.	Rs.	Rs.
	<i>I.—General Administration.—</i>			
	1. Management and control.—			
	(a) Salaries.—			
...	(i) Administrative and Executive Officers ...	...	...	...
9	(ii) Subordinate supervising staff ...	- 9	...	- 9
...	(iii) Office staff ...	...	...	...
...	(b) Travelling and other compensatory allowances ...	...	...	...
...	(c) Contingent office expenses ...	...	...	...
9	Total General Administration ...	- 9	...	- 9
	<i>II.—Ordinary Repairs and Maintenance.—</i>			
	1. Locomotives.—			
830	(a) Running repairs ...	243	24	267
1,925	(b) Workshop repairs ...	222	- 64	158
	2. Rail Motors.—			
...	(a) Running repairs ...	...	...	...
...	(b) Workshop repairs ...	...	...	...
	3. Equipment.—			
...	(a) Machinery and Tools ...	...	...	...
...	(b) Service Motor Cars and trollies ...	...	...	...
...	(c) Furniture and Sundries ...	...	...	...
...	4. New Minor Works ...	...	...	...
2,755	Total ordinary repairs and Maintenance ...	465	- 40	425
	<i>III.—Operating Expenses.—</i>			
	1. Running Staff—			
690	(a) Wages of Locomotive crews ...	226	...	226
469	(b) Mileage or overtime ...	142	...	142
156	(c) Shed and yard cleaning and fuelling staff ...	54	...	54
5	(d) Contingent charges including clothing ...	...	...	...
	2. Fuel.— Weight Cost at Pit's mouth			
	(a) Coal.— Tons.			
749	(i) Indian 249.35 ...	67	1,618	1,685
...	(ii) Foreign ...	...	...	...
...	(b) Patent Fuel ...	...	...	...
...	(c) Oil fuel ...	...	...	...
12	(d) Wood and other ...	...	8	8
2,429	(e) Freight on fuel—			
- 29	(i) Sea and Foreign Railway ...	...	2,494	2,494
89	(ii) Home Railway ...	- 68	359	291
	(f) Loading Inspection fee on coal ...	65	...	65
576	3. Water wages and stores ...	286	...	286
236	4. Oil, tallow and other stores ...	...	163	163
	5. Rail Motors.—			
...	(a) Wages and overtime of Drivers etc. ...	...	...	...
...	(b) Fuel ...	...	...	...
...	(c) Other expenses ...	...	...	...
	6. Payments to other Railways.—			
...	(a) Haulage of trains ...	...	...	...
...	(b) Shunting at joint stations ...	...	...	...
...	(c) Hire of Locomotives ...	...	...	...
	7. Miscellaneous expenses.—			
80	(a) Carriage or Revenue stores excluding fuel ...	2	...	2
...	(b) Losses of cash and stores ...	...	...	...
...	(c) Other items ...	...	...	...
5,462	Total Operating Expenses ...	774	4,642	5,416

PIPAR BILARA LIGHT RAILWAY.

ABSTRACT B.—(Concluded.)

Maintenance and Supply of Locomotive Power.

Year ending
31st March 1928.

Year ending
31st March 1929.

Total.	Particulars.	TOTAL.		
		Cash.	Stores and Suspense.	Total.
Rs.	<i>IV.—Replacement and Renewal.—</i>	Rs.	Rs.	Rs.
	1. Locomotives.—			
...	(a) Workshop charges (outturn from manufacture suspense) ... ..	...	...	...
...	(b) Direct charges	21,235	...	21,235
	2. Rail Motors.—			
...	(a) Workshop charges ... ..	...	...	...
...	(b) Direct charges ... ..	...	...	...
	3. Equipment.—			
...	(a) Workshop machinery ... ..	...	...	...
...	(b) Other ... ..	...	...	...
...	Total Replacement and renewal ...	21,235	...	21,235
8,226	Total Abstract B, ...	22,465	4,602	27,067
...	Deduct—Value of stores returned to stock ...	...	6,350	6,350
8,226	Total ...	22,465	— 1,748	20,717

PIPAR BILARA LIGHT RAILWAY.

ABSTRACT C.

Maintenance of Carriage and Wagon Stock.

Year ending 31st March 1928.

Year ending 31st March 1929,

Total.	Particulars.	Total.		
		Cash.	Stores and Suspense.	Total.
Rs.	<i>I.—General Administration.—</i>	Rs.	Rs.	Rs.
	1. Management and Control.—			
	(a) Salaries.—			
...	(i) Administrative and Executive Officers	...	...	...
...	(ii) Subordinate supervising staff ...	...	...	...
...	(iii) Office staff ...	...	...	...
...	(b) Travelling and other compensatory allowances ...	...	...	...
...	(c) Contingent office expenses ...	...	...	...
...	Total General Administration ...	...	...	...
	<i>II.—Ordinary Repairs and Maintenance.—</i>			
	1. Coaching Vehicles.—			
...	(a) Running repairs ...	...	...	...
107	(b) Workshop repairs—			
	(i) Passenger Carriages (outturn from manufacture Suspense). ...	18	...	18
...	(ii) Other Coaching Vehicles ...	...	...	...
	2. Goods Vehicles.—			
71	(a) Running repairs ...	...	...	...
854	(b) Workshop repairs (Outturn from Manufacture Suspense). ...	6	2	8
...	3. Running repairs to Foreign Railway Vehicles.	...	...	...
	4. Equipment.—			
...	(a) Machinery and Tools ...	...	...	...
...	(b) Service Motor Cars and Trolleys ...	...	...	...
...	(c) Furniture and sundries ...	...	...	...
...	(d) New Minor Works ...	...	...	...
1,032	Total Ordinary Repairs and Maintenance ...	24	2	26
	<i>III.—Operating Expenses.—</i>			
	1. Inspection of running vehicles.—			
206	(a) Examiners, cleaners, Oilers, etc. ...	69	...	69
74	(b) Oil, grease, and other stores ...	...	16	16
	2. Payments to other Railways.—			
...	Receipts Charges Net.	...	...	...
...	(a) Hire of vehicles loaned	...	...	...
	3. Miscellaneous.—			
30	(a) Carriage of Revenue Stores ...	1	...	1
...	(b) Losses of Cash and Stores ...	...	...	...
...	(c) Other items ...	...	...	...
310	Total—Operating Expenses ...	70	16	86
	<i>IV.—Replacement and Renewal.—</i>			
	1. Coaching Vehicles.—			
...	(a) Workshop Charges.—			
...	(Outturn from Manufacture Suspense)...	...	11,037	11,037
...	(b) Direct charges ...	21,161	—5,600	15,561
	2. Goods vehicles.—			
...	(a) Workshop charges.—			
...	(Outturn from Manufacture Suspense)...	...	...	...
...	(b) Direct charges ...	10,097	—4,437	3,660
	3. Equipment.—			
...	(a) Workshop machinery ...	...	...	...
...	(b) Other ...	...	...	...
...	Total.—Replacement and Renewal ...	31,258	—1,000	30,258
1,342	Total Abstract C. ...	31,352	—982	30,370
...	Deduct—Value of stores returned to stock ...	...	11,037	11,037
1,342	Total ...	31,352	—12,019	19,333

PIPAR BILARA LIGHT RAILWAY.

ABSTRACT E.

Year ending
31st March 1928.

Expenses of Traffic Department.

Year ending
31st March 1929.

Total.	Particulars.	TOTAL.		
		Cash.	Stores and Su-pen-sa.	Total.
Rs.	I.—General Administration.—	Rs.	Rs.	Rs.
	1. Management and control.—			
	(a) Salaries.—			
...	(i) Traffic Manager, Deputies and Assistants ... ..	...	...	...
...	(ii) Subordinate supervising staff ... ..	...	...	...
...	(iii) Office Staff ... ..	...	...	...
...	(b) Travelling and other compensatory allowances ... ..	...	...	...
...	(c) Contingent office expenses ... ..	...	...	...
...	Total General administration ... ..	...	...	...
	II.—Ordinary repairs and Maintenance.—			
	1.—Equipment.—			
—10	(a) Office and station furniture and appliances	—4	...	—4
—10	(b) Tarpaulins wagon covers, etc. ... ..	...	...	...
...	(c) Service Motor cars (rail and road) and trollies ... ..	...	...	...
—20	Total Ordinary Repairs and Maintenance	—4	...	—4
	III.—Operating Expenses.—			
	1. Salaries, wages and Allowances.—			
...	(a) General operating staff (Inspectors, Canvasers, etc) ... ..	...	...	...
3 211	(b) Station Staff	1,049	...	1,049
360	(c) Train Staff	120	...	120
110	(d) Mileage and Overtime of train staff	41	...	41
...	(e) Travelling Ticket Examining staff ... ..	...	...	...
...	2. Fires, lights and General stores for stations and sheds ... ..	...	...	...
...	3. Lighting water and general stores in trains ... ..	...	...	...
...	4. Clothing ... ..	...	...	...
336	5. Stationery, Forms and Tickets	111	...	111
496	6. Expenses on handling, collection and delivery of goods.—			
...	(a) Loading and unloading charges	342	...	342
...	(b) Collection and delivery charges ... ..	...	...	...
...	7. Expenses at out-agencies ... ..	...	...	...
1,367	8. Payments to other Railways.—			
47	(a) Traffic expenses at joint station Net	379	...	379
...	(b) Rent of stations jointly occupied Net	13	...	13
...	(c) Payments for running powers... ..	...	...	...
...	9. Conference hire and penalty charges on interchanged stock ... ..	...	...	...
—2	10. Compensation for goods, etc., lost or damaged Net	...	...	...
...	Less Sale proceeds of unclaimed and damaged goods ... ..	...	...	...
...	11. Miscellaneous Expenses.—			
...	(a) Carriage of Revenue stores ... ..	...	...	...
...	(b) Losses of cash and stores.—			
...	(i) Departmental ... ..	...	...	...
...	(ii) Of other departments while under transportation ... ..	...	...	...
...	(c) Sundries ... ..	...	...	...
5,925	Total Operating Expenses	2,053	...	2,053
	IV.—Replacement and renewal.—			
...	1. Equipment ... ..	...	...	...
...	Total:—Replacement and Renewal ... ..	...	...	...
5,905	Total Abstract E.	2,051	...	2,051
...	Deduct.—Value of stores returned to stock ... ..	...	...	...
5,905	Total	2,051	...	2,051

PIPAR BILARA LIGHT RAILWAY.

ABSTRACT F.

Year ending
31st March 1928.

Expenses of General Department.

Year ending
31st March 1929.

Total.	Particulars.	TOTAL.		
		Cash.	Stores and Suspense.	Total.
Rs.	I. GENERAL ADMINISTRATION.—	Rs.	Rs.	Rs.
...	1. London Boards. —			
...	(a) Board of Directors and Staff ... ..	...	...	...
...	(b) Auditors and Accounts ... ..	...	...	...
...	(c) Consulting Engineers and Inspectors' fees and allowances. ...	...	...	...
...	(d) Office expenses and contingencies ... ..	...	...	...
...	2. Shares of Secretary of State's General charges ... ..	...	...	...
...	3. Charges in India for Government supervision control and audit ...	...	...	...
...	4. Leave allowances in England ... ..	...	...	...
...	5. Indian Management and control. —			
...	(a) Agent's Office. —			
...	(i) Salaries of Administrative and Assistant Officers ... ..	...	...	...
...	(ii) Salaries of office establishment ... ..	...	...	...
...	(iii) Travelling and other compensatory allowances ... ..	...	...	...
...	(iv) Contingent office expenses ... ..	...	...	...
...	(b) Accounts and Audit Department. —			
360	(i) Salaries of Gazetted Officers ... ..	...	...	...
...	(ii) Salaries of other establishment	120	...	120
...	(iii) Salaries of outdoor inspection and verification staff ... ..	...	...	...
...	(iv) Travelling and other compensatory allowances ... ..	...	...	...
...	(v) Contingent office expenses ... ..	...	...	...
...	(c) Stores Departments. —			
...	(i) Salaries of Gazetted Staff ... ..	...	...	...
...	(ii) Salaries of Subordinate supervising staff ... ..	...	...	...
...	(iii) Salaries of office establishment ... ..	...	...	...
...	(iv) Travelling and other compensatory allowances ... ..	...	...	...
...	(v) Contingent office expenses ... ..	...	...	...
24	(d) Cash and Pay Department	8	...	8
...	(e) Medical Department. —			
...	(i) Salaries of Medical and nursing staff ... ..	...	...	...
157	(ii) Salaries of office establishment ... ..	...	...	...
...	(iii) Travelling and other compensatory allowances	53	...	53
...	(iv) Contingent expenses ... ..	...	...	...
...	(f) Telegraph Department. —			
23	(i) Salaries of Superintendents and Assistants ... ..	...	...	...
...	(ii) Salaries of Signallers and subordinate executive staff. ...	-23	...	-23
...	(iii) Travelling and other compensatory allowances ... ..	...	...	...
...	(iv) Contingent expenses ... ..	...	...	...
...	(g) Police. —			
...	(i) Contribution to Government for Crime and order police ...	...	...	...
...	(ii) Watch and Ward Establishment ... ..	...	...	...
...	(iii) Contingent expenses ... ..	...	...	...
...	(6). Miscellaneous expenses. —			
...	(a) Carriage of Revenue Stores, General Departments... ..	...	...	...
...	(b) Losses of cash and stores ... ..	...	...	...
...	(c) Sundries ... ..	...	...	...
564	Total General Administration	158	...	158
...	II.—ORDINARY REPAIRS AND MAINTENANCE.			
...	1. Telegraphs. —			
...	(a) Government Telegraph Department for rent, maintenance etc. ... ..	...	...	...
...	(b) Direct maintenance wages and stores ... ..	...	...	...
...	(c) New Minor Works ... ..	...	...	...
...	2. Equipment. —			
...	(a) Furniture and office appliances ... ..	...	...	...
...	(b) Service motor cars ... ..	...	...	...
...	Total Ordinary repairs and maintenance ... ..	...	...	...
564	Total Abstract F.	158	...	158
...	Deduct—Value of Stores returned to stock ... ..	...	...	...
564	Total	158	...	158

PIPAR BILARA LIGHT RAILWAY.

ABSTRACT G.

Year ending
31st March 1928.*Miscellaneous Expenses.*Year ending
31st March 1929.

Total.	Particulars.	TOTAL.		
		Cash.	Stores and Suspense.	Total.
Rs.	I.—GENERAL ADMINISTRATION.	Rs.	Rs.	Rs.
...	1. Law Charges.—			
...	(a) Salaries of Railway Legal Staff and fees to counsel ...	...	...	...
...	(b) Costs and other legal expenses ...	...	...	...
...	(c) Less costs recovered ...	...	...	...
...	2. Rents of buildings and lands.—			
...	(a) For residential purposes ...	...	...	...
...	(b) Other ...	...	...	...
...	(c) Interest on capital cost of buildings jointly used ...	...	...	...
...	3. Rates and taxes ...	...	...	...
...	4. Contributions to provident Institution.—			
345	(a) Bonus ...	177	...	177
...	(b) Cost of management (if not part of Audit Office) ...	...	...	...
...	5. Gratuities.—			
...	(a) For Good efficient and faithful services ...	...	...	...
...	(b) Other gratuities ...	...	...	...
...	6. Compensation (other than those included in E. (III-10) ...	...	...	...
...	7. Educational grants.—			
...	(a) Net cost of Railway Schools ...	...	...	...
...	(b) Grants in aid to other schools ...	...	...	...
...	(c) Fees for training of officers ...	...	...	...
...	8. Health and Welfare services.—			
...	(a) Sanitation, conservancy, and lighting in Railway colonies and residential areas ...	...	...	...
...	(b) Contributions to Hospitals and medicines ...	...	...	...
...	(c) Grants in aid religious purposes ...	...	...	...
...	(d) Grants in aid recreation ...	...	...	...
...	(e) Miscellaneous ...	...	...	...
...	9. Publicity expenses.—			
...	(a) Advertising (All departments) ...	...	...	...
...	(b) Other expenses ...	...	...	...
...	10. Fire protection of Railway property.—			
...	11. Expenses in connection with the Indian Railway Conference Association ...	...	...	...
...	12. Miscellaneous contributions and grants.—			
...	(a) Prizes for Station Gardens ...	...	...	...
...	(b) Contribution to Chamber of Commerce... ..	...	...	...
...	13. Passage money ...	...	...	...
345	Total General Administration ...	177	...	177
...	II.—OPERATING EXPENSES.—			
...	1. Indian charges on stores excluding fuel.—			
...	(a) Freight from port or source of supply ...	...	...	...
...	(b) Insurance, Port landing, yard and other charges ...	...	...	...
...	2. Catering Department.—			
...	(a) Salaries and wages of catering staff ...	...	...	...
...	(b) Provisions and stores ...	...	...	...
...	(c) Wines etc. ...	...	...	...
...	(d) Miscellaneous charges ...	...	...	...
...	3. Miscellaneous expenses.—			
...	(a) Loss on light and base coins and spurious notes ...	...	...	...
...	(b) Losses of cash earnings in transit ...	...	...	...
...	(c) Expenses on collection of Bridge tolls ...	...	...	...
...	(d) Interest on capital cost of machinery ...	...	...	...
...	(e) Interest on capital cost of electric light plant ...	...	...	...
...	(f) Loss by exchange ...	...	...	...
...	(g) Miscellaneous ...	...	...	...
...	Total—Operative Expenses ...	...	...	...
345	Total—Abstract G. ...	177	...	177
...	Deduct—Value of stores returned to stock ...	...	...	...
345	Total ...	177	...	177

JODHPUR RAILWAY—(Whole System).**No. XI.—ABSTRACT 1.—Coaching Earnings.—(Continued).**

Year ending 31st March 1929.

Previous year.	Traffic mileage Fares.	1st Class.	2nd Class.	Inter Class.	3rd Class.	Total.
		Pies 24	Pies 12	Pies 5	Pies 4	
Amount.	Particulars.	Amount.	Amount.	Amount.	Amount.	Amount.
Rs.	1. Passengers :—	Rs.	Rs.	Rs.	Rs.	Rs.
35,62,156	(a) Full fares	53,044	1,67,620	1,22,820	32,22,441	35,65,925
31,803	(b) Reduced fares.—					
	(i) Return tickets at reduced fares and week-end and holiday excursion tickets	3,249	21,601	3,512	10,728	39,090
2,823	(ii) Season and Zone tickets ... ..	...	...	...	1,732	1,732
19,941	(iii) Other description of concession tickets.	4,058	3,716	1,083	14,010	22,867
18,135	(c) Military passengers ...	192	1,976	396	9,322	11,886
	Total ...	60,543	1,94,913	1,27,811	32,58,233	36,41,500
36,34,858	Previous Year ...	75,706	1,97,309	1,28,562	32,33,281	
31,474	2. Special trains and reserved carriages ... ..	...	...	...	...	30,850
97,600	3. Passengers' luggage ... ..	...	...	...	...	90,289
	4. Parcels traffic.—					
3,45,270	(a) Public parcels ... ..	...	...	...	...	3,86,046
722	(b) Service parcels ... ..	...	...	...	...	772
	5. Other Coaching Traffic—					
15,157	(a) Rail and Road motor vehicles and carriages ... ..	...	...	...	...	13,131
33,379	(b) Sundry ... ..	...	...	...	...	16,703
	6. Transport of Post Office Mails.—					
...	(a) Special postal trains ... ..	...	...	...	...	...
47,138	(b) Hire and haulage of postal vans and compartments ... ..	...	...	...	...	48,659
2,597	(c) Post Office bags and parcels by weight ... ..	...	...	...	...	1,526
	7. Miscellaneous Coaching Receipts.—					
9,099	(a) Penalties levied for irregular travelling ... ..	...	...	...	...	7,010
15,101	(b) Sundry ... ..	...	...	...	...	9,745
42,32,395	Total including Refunds and Remissions ... ..	...	...	...	...	41,96,231
	8. Deduct.—					
	(a) Refunds of earnings collected.—					
5,507	(i) Over charge ... ..	...	...	...	...	3,172
38	(ii) Penalty levied for irregular travelling ... ..	...	...	...	...	30
5,545	Total Refunds ... ..	...	...	...	...	3,202
4,916	(b) Remissions of earnings not collected ... ..	...	...	...	...	1,089
10,461	Total Refunds and Remissions ... ..	...	...	...	...	4,291
42,21,934	Total excluding Refunds and Remissions ... ..	...	...	...	...	41,91,940

An enhanced mileage charge of 50% of the actual mileage is levied on Jaswantgarh-Ladnun, Makrana-Parbatsar, Pipar Bilara, Mirpur Khas Jhudo Branches and Mirpur Khas Khadro Railway.

JODHPUR RAILWAY.—(Jodhpur Section).**No. XI.—ABSTRACT 1.—Coaching Earnings.—(Continued).**

Year ending 31st March 1929.

Previous Year.	Traffic mileage Fares.	1st Class.	2nd Class.	Inter Class.	3rd Class.	Total.
		Pies 24.	Pies 12.	Pies 5.	Pies 4.	
Amount.	Particulars.	Amount.	Amount.	Amount.	Amount.	Amount.
Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
	1. Passengers :—					
25,17,217	(a) Full fares	42,240	1,22,415	60,244	22,09,646	24,34,545
10,951	(b) Reduced fares.—					
	(i) Return tickets at reduced fares and week-end and holiday excursion tickets	1,116	6,586	1,572	3,852	13,126
191	(ii) Season and Zone tickets ... ..	...	...	...	228	228
15,447	(iii) Other description of concession tickets	2,699	2,137	748	11,410	16,994
12,760	(c) Military passengers ...	137	1,331	280	6,960	8,708
	Total ...	46,192	1,32,469	62,844	22,32,096	24,73,601
25,56,566	Previous year	60,476	1,36,553	66,697	22,92,840	
30,865	2. Special trains and reserved carriages					30,262
72,910	3. Passengers' luggage					64,884
	4. Parcels traffic.—					
2,43,642	(a) Public parcels					2,29,863
680	(b) Service parcels					725
	5. Other Coaching Traffic.—					
13,023	(a) Rail and Road motor vehicles and carriages					11,469
26,612	(b) Sundry					13,566
	6. Transport of Post Office Mails.—					
...	(a) Special postal trains ... ..					...
35,117	(b) Hire and haulage of postal vans and compartments					35,776
742	(c) Post Office bags and parcels by weight					518
	7. Miscellaneous Coaching Receipts.—					
6,267	(a) Penalties levied for irregular travelling					4,352
12,122	(b) Sundry					6,848
29,98,546	Total including Refunds and Remissions					28,71,864
	8. Deduct.—					
	(a) Refunds of earnings collected.—					
4,498	(i) Over charge					2,469
32	(ii) Penalty levied for irregular travelling					20
4,530	Total Refunds					2,489
4,237	(b) Remissions of earnings not collected					793
8,767	Total Refunds and Remissions					3,282
29,89,779	Total excluding Refunds and Remissions					28,68,582

An enhanced mileage charge of 50% of the actual mileage is levied on the *Jaswantgarh* Ladnun, Makrana Parbatsar and Pipar Bilara Branches.

JODHPUR-HYDERABAD RAILWAY.—(British Section).**No. XI.—ABSTRACT 1.—Coaching Earnings.—(Continued).**

Year ending 31st March 1929.

Previous year.	Traffic mileage Fares.	1st class.	2nd class.	Inter class.	3rd class.	Total.
		Pies 24.	Pies 12.	Pies 5.	Pies 4.	
Amount.	Particulars.	Amount.	Amount.	Amount.	Amount.	Amount.
Rs.	1. Passengers:—	Rs.	Rs.	Rs.	Rs.	Rs.
8,03,195	(a) Full fares	10,413	42,684	52,133	7,94,870	9,00,100
18,772	(b) Reduced fares.—					
	(i) Return tickets at reduced fares and week-end and holiday excursion tickets.	1,935	13,519	1,802	6,860	24,116
83	(ii) Season and Zone tickets ... ..	...	...	...	19	19
4,250	(iii) Other description of concession tickets	1,356	1,517	327	2,327	5,527
5,374	(c) Military passengers	55	645	116	2,362	3,178
	Total	13,759	58,365	54,378	8,06,438	9,32,940
8,31,674	Previous year	13,879	55,799	50,930	7,11,066	
260	2. Special trains and reserved carriages					577
20,988	3. Passengers' luggage					22,035
	4. Parcels traffic.—					
94,606	(a) Public parcels					98,852
42	(b) Service parcels					47
	5. Other Coaching traffic.—					
2,096	(a) Rail and Road motor vehicles and carriages					1,638
6,430	(b) Sundry					2,892
	6. Transport of Post Office Mails.—					
...	(a) Special postal trains ... ..					...
10,305	(b) Hire and haulage of postal vans and compartments					11,609
1,044	(c) Post Office bags and parcels by weight					574
	7. Miscellaneous Coaching Receipts.—					
2,041	(a) Penalties levied for irregular travelling					1,942
2,592	(b) Sundry					2,504
9,72,078	Total including Refunds and Remissions					10,75,610
	8. Deduct.—					
	(a) Refunds of earnings collected.—					
841	(i) Over charge					642
6	(ii) Penalty levied for irregular travelling					10
847	Total Refunds					652
649	(b) Remissions of earnings not collected					209
1,496	Total Refunds and Remissions					861
9,70,582	Total excluding Refunds and Remissions					10,74,749

An enhanced mileage charge of 50% of the actual mileage is levied on Mirpur Khas Jhudo Branch.

MIRPURKHAS JHUDO RAILWAY.

No. XI.—ABSTRACT 1,—Coaching Earnings.—(Continued).

Year ending 31st March 1929.

Figures for nine months only (April 1928 to December 1928.)

Previous year.	Traffic mileage Fares.	1st class.	2nd class.	Inter class.	3rd class.	Total.
		Pies 24.	Pies 12.	Pies 5.	Pies 4.	
Amount.	Particulars.	Amount.	Amount.	Amount.	Amount.	Amount.
Rs.	1. Passengers:—	Rs.	Rs.	Rs.	Rs.	Rs.
1,13,111	(a) Full fares	207	1,147	5,593	1,03,749	1,10,696
1,308	(b) Reduced fares.—					
	(i) Return tickets at reduced fares and week-end and holiday excursion tickets	126	963	123	2	1,214
2,072	(ii) Season and Zone tickets ... ..	...	...	...	469	469
159	(iii) Other description of concession tickets ... ..	...	3	8	187	198
...	(c) Military passengers ... ..	...	...	...	...	...
	Total	333	2,113	5,724	1,04,407	1,12,577
1,16,650	Previous year	756	2,672	6,271	1,06,951	
...	2. Special trains and reserved carriages ... ..	...	...	...	...	...
1,781	3. Passengers' luggage ... ..	...	...	...	...	1,935
3,967	4. Parcels traffic.—					
...	(a) Public parcels ... ..	...	...	...	...	4,671
...	(b) Service parcels ... ..	...	...	...	...	...
...	5. Other Coaching Traffic.—					
163	(a) Rail and Road motor vehicles and carriages ... ..	...	...	...	...	24
	(b) Sundry ... ..	...	...	...	...	97
...	6. Transport of Post Office Mails.—					
1,716	(a) Special postal trains ... ..	...	...	...	...	...
—21	(b) Hire and haulage of postal vans and compartments ... ..	...	...	...	...	866
	(c) Post Office bags and parcels by weight ... ..	...	...	...	...	...
357	7. Miscellaneous Coaching Receipts.—					
265	(a) Penalties levied for irregular travelling ... ..	...	...	...	...	416
	(b) Sundry ... ..	...	...	...	...	225
1,24,878	Total including Refunds and Remissions ... ..	...	...	...	...	1,20,811
...	8. Deduct.—					
35	(a) Refunds of earnings collected.—					
...	(i) Over charge ... ..	...	...	...	...	31
	(ii) Penalty levied for irregular travelling ... ..	...	...	...	...	...
35	Total Refunds ... ..	...	...	...	...	31
21	(b) Remissions of earnings not collected ... ..	...	...	...	...	67
56	Total Refunds and Remissions ... ..	...	...	...	...	98
1,24,822	Total excluding Refunds and Remissions ... ..	...	...	...	...	1,20,713

An enhanced mileage charge of 50% of the actual mileage is levied on this branch.

4. **Net Earnings.**—The net earnings from all sources of the several Railways comprising the system amounts to Rs. 33,39,373/- in the year under review as compared with Rs. 20,30,470/- in the previous year. The increase in the net earnings is therefore Rs. 13,08,903/-.

The net earnings of each of the Railways comprising the system are given below together with similar figures for the year 1927-28:—

Railways.	1927-28.	1928-29.	Increase.	Decrease.
	Rs.	Rs.	Rs.	Rs.
Jodhpur Railway (Jodhpur Section) including Pipar Bilara Light Railway ...	19,84,037	24,01,970	4,17,933	...
Jodhpur-Hyderabad Railway (British Section) including Mirpurkhas-Jhudo Railway.	—28,132	8,47,291	8,75,423	...
Mirpurkhas-Khadro Railway	74,565	90,112	15,547	...
Total ...	20,30,470	33,39,373	13,08,903	...

5. **Operating Ratio.**—The combined operating ratio of the several Railways comprising the system as a whole was 67·17 in the year under review as compared with 78·45 in the previous year.

The operating ratio of each of the Railways comprising the system is given below together with similar figures for 1927-28:—

Railways.	1927-28.	1928-29.
Jodhpur Railway (Jodhpur Section) including Pipar-Bilara Light Railway	71·45	67·07
Jodhpur-Hyderabad Railway (British Section) including Mirpurkhas-Jhudo Railway	101·20	68·94
Mirpurkhas-Khadro Railway	40·00	40·00

6. **Passenger Traffic.**—The earnings from passenger traffic of the several Railways comprising the system amounted to Rs. 36,41,500/- in the year under review as compared with Rs. 36,34,858/- in the previous year.

The increase in passenger traffic earnings this year is, therefore, Rs. 6,642/-.

MIRPURKHAS KHADRO RAILWAY.

No. XI.—ABSTRACT 1.—Coaching Earnings.—(Continued).

Year ending 31st March 1929.

Previous Year.	Traffic mileage Fares.	1st Class.	2nd Class.	Inter Class.	3rd Class.	Total.
		Pies 24.	Pies 12.	Pies 5.	Pies 4.	
Amount.	Particulars.	Amount.	Amount.	Amount.	Amount.	Amount.
Rs.	1 Passengers.—	Rs.	Rs.	Rs.	Rs.	Rs.
92,474	(a) Full fares	124	1,102	4,850	1,02,878	1,08,954
771	(b) Reduced fares.—					
	(i) Return tickets at reduced fares and week-end and holiday excursion tickets	72	533	15	14	634
477	(ii) Season and Zone tickets ... ..	...	...	...	468	468
49	(iii) Other description of concession tickets ... ..	...	59	...	73	132
1	(c) Military passengers ... ..	...	...	...	...	...
	Total	196	1,694	4,865	1,03,433	1,10,188
93,772	Previous year	292	1,677	4,664	87,139	
...	2. Special trains and reserved carriages ... ..	...	...	...	...	11
978	3. Passengers' luggage ... ..	...	...	...	...	1,209
1,832	4. Parcels traffic.—					
...	(a) Public parcels... ..	...	...	...	...	2,449
...	(b) Service parcels ... ..	...	...	...	...	...
...	5. Other Coaching Traffic.—					
141	(a) Rail and Road motor vehicles and carriages ... ..	...	...	...	...	...
	(b) Sundry ... ..	...	...	...	...	142
...	6. Transport of Post Office Mails.—					
...	(a) Special postal trains ... ..	...	...	...	...	...
691	(b) Hire and haulage of postal vans and compartments ... ..	...	...	...	...	408
	(c) Post Office bags and parcels by weight ... ..	...	...	...	...	434
277	7. Miscellaneous Coaching Receipts.—					
118	(a) Penalties levied for irregular travelling ... ..	...	...	...	...	269
	(b) Sundry ... ..	...	...	...	...	132
97,809	Total including Refunds and Remissions					1,15,242
...	8. Deduct.—					
37	(a) Refunds of earnings collected.—					
	(i) Over charge ... ..	...	...	...	...	23
	(ii) Penalty levied for irregular travelling ... ..	...	...	...	...	...
37	Total Refunds					23
8	(b), Remissions of earnings not collected... ..	...	...	...	...	17
45	Total Refunds and Remissions... ..					40
97,764	Total excluding Refunds and Remissions					1,15,202

An enhanced mileage charge of 50% of the actual mileage is levied on this Branch.

PIPAR BILARA LIGHT RAILWAY.

No. XI.—ABSTRACT 1.—*Coaching Earnings.*—(Continued).

Year ending 31st March 1929.

Figures for four months only (April 1928 to July 1928).

Previous Year.	Traffic mileage Fares.	1st Class.	2nd Class.	Inter Class.	3rd Class.	Total.
		Pies 24	Pies 12	Pies 5	Pies 4	
Amount.	Particulars.	Amount.	Amount.	Amount.	Amount.	Amount.
Rs.	1. Passengers :—	Rs.	Rs.	Rs.	Rs.	Rs.
36,159	(a) Full fares	60	272	...	11,298	11,630
1	(b) Reduced fares.—					
	(i) Return tickets at reduced fares and week-end and holiday excursion tickets ... ..	...	...	...	...	...
...	(ii) Season and Zone tickets ... ..	...	...	...	548	548
36	(iii) Other description of concession tickets.	3	...	...	13	16
...	(c) Military passengers ... ..	...	...	...	...	...
	Total	63	272	...	11,859	12,194
36,196	Previous Year	303	608	...	35,285	
349	2. Special trains and reserved carriages ... ..	...	...	...	...	...
943	3. Passengers' luggage ... ..	...	...	...	...	226
	4. Parcels traffic.—					
1,223	(a) Public parcels ... ..	...	...	...	...	211
...	(b) Service parcels ... ..	...	...	...	...	...
	5. Other Coaching Traffic.—					
38	(a) Rail and Road motor vehicles and carriages ... ..	...	...	...	...	...
33	(b) Sundry ... ..	...	...	...	...	6
	6. Transport of Post Office Mails.—					
...	(a) Special postal trains ... ..	...	...	...	...	...
...	(b) Hire and haulage of postal vans and compartments ... ..	...	...	...	...	...
141	(c) Post Office bags and parcels by weight ... ..	...	...	...	...	...
	7. Miscellaneous Coaching Receipts.—					
157	(a) Penalties levied for irregular travelling ... ..	...	...	...	...	31
4	(b) Sundry ... ..	...	...	...	...	36
39,084	Total including Refunds and Remissions ... ..	...	...	...	...	12,704
	8. Deduct.—					
	(a) Refunds of earnings collected.—					
96	(i) Over charge ... ..	...	...	...	...	7
...	(ii) Penalty levied for irregular travelling ... ..	...	...	...	...	...
96	Total Refunds ... ..	...	...	...	...	7
1	(b) Remissions of earnings not collected ... ..	...	...	...	...	3
97	Total Refunds and Remissions ... ..	...	...	...	...	10
38,987	Total excluding Refunds and Remissions ... ..	...	...	...	...	12,694

An enhanced mileage charge of 50% of the actual mileage is levied on this Branch.

No. XI.—Abstract II.—Goods Earnings.

No. XI.—ABSTRACT II.—Goods Earnings.—(Continued).

31st March 1928.

31st March 1929.

Metre-Gauge.					PARTICULARS.	Metre-Gauge.				Narrow Gauge.	Total.
Total.	J. Ry.	J. H. Ry.	M. J. B.	M. K. B.		J. Ry.	J. H. Ry.	M. J. B.	M. K. B.		
Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
27,384 1,728	23,794 1,728	3,364 ...	5 ...	10 ...	211 ...	25,734 ...	4,875 ...	60 ...	117 ...	50 ...	30,836 ...
16,783 ...	11,263 ...	5,241 ...	169 ...	109 ...	1 ...	11,005 9,876	6,198 1,881	291 39	25 1,065	3 ...	17,519 12,864
45,895	36,785	8,605	174	119	212	46,615	12,954	390	1,207	53	61,219
42,24,785 4,730 15,733	30,90,693 3,352 14,924	10,18,384 1,378 713	74,746 ... 90	23,971	16,991 ... 6	35,69,556 4,561 11,665	12,94,219 2,157 561	1,00,959 ... 50	33,684 ... 104	8,149	50,06,567 6,718 12,380
22,813 1,68,868	18,434 1,23,298	4,379 45,068	... 218	... 183	... 101	8,754 1,38,384	2,374 31,158	... 65	... 10	... 7,362	11,128 1,76,979
1,26,409 ...	1,14,369 ...	12,040 ...	... ...	... ...	...	1,21,962 ...	11,666 ...	...	...	...	1,33,628 ...
49,508	32,434	16,607	289	82	96	73,229	22,051	410	384	2	96,076
46,12,846	33,97,504	10,98,569	75,343	24,236	17,194	39,28,111	13,64,186	1,01,484	34,182	15,513	54,43,476

[illegible]

Note—(1) Figures shown under M. J. B. Railway pertain to 9 months only as it was absorbed in J. H. Railway from 1-1-1929.

(2) Figures shown under Pipar Bilara Light Railway pertain to 4 months only, as it was converted into Metre Gauge from 1-8-1928.

Statement showing the earnings of the following sub-heads of General Merchandise for the year ending 31st March 1929.

Commodities.	Metre-Gauge.				Narrow-Gauge P. B. L. Ry.
	J. Ry.	J. H. Ry.	M. J. B. Ry.	M. K. B. Ry.	
	Rs.	Rs.	Rs.	Rs.	Rs.
Rice in the husk	112	1,947	176	153	...
Rice not in the husk	78,286	73,984	5,835	2,743	37
Gram & Pulses	1,93,446	78,871	1,026	358	250
Wheat	1,32,174	37,970	3,869	2,361	2,281
Jawar & Bajra	50,081	33,605	6,582	2,579	162
Other Grains	4,10,381	1,43,803	389	274	298
Marble & Stone	3,01,546	15,413	496	1,059	60
Salt	1,34,637	2,536	438	476	129
Gur, Jagree Molasses etc	97,025	2,845	313	149	80
Sugar Refined & unrefined	86,708	24,087	2,276	1,213	128
Wood unwrought	18,854	3,977	340	258	22
Metallic Ores	63	30	2	...	...
Oil Seeds... ..	1,23,005	51,656	10,402	1,064	354
Cotton Raw pressed	4,34,523	2,17,976	1	1	957
Cotton Raw unpressed	9,571	60,051	40,041	2,209	1,419
Cotton Manufactured	1,51,062	58,354	2,262	970	201
Fodder	25,986	4,950	1,509	804	2
Fruits & Vegetable Fresh	31,388	10,188	637	569	235
Jute Raw	141	17	...	...	...
Iron & Steel wrought	2,05,620	83,200	1,580	1,794	181
<i>Kerosine Oil:—</i>					
(a) Kerosine Oil in tins	1,10,767	51,325	540	398	35
(b) Kerosine Oil in bulk	9,880	4,269	...	...	...
(c) Petrol in tins	46,280	20,743	178	4	20
(d) Petrol in bulk	11,116	5,174	...	...	...
Manure (all kinds)	475	219	...	...	...
Tobacco	45,646	17,199	924	398	91
Provisions	77,903	40,310	5,365	1,648	53
Other Commodities.	7,82,880	2,49,520	15,778	12,202	1,154
Grand Total	35,69,556	12,94,219	1,00,959	33,684	8,149

NOTE.—(1) The earnings shown in this statement includes the amount of Refunds and Remissions relating to commodities.

„ (2) Figures shown under M. J. B. Railway pertain to 9 months only, as it was absorbed in J. H. Railway from 1-1-1929.

„ (3) Figures shown under Pipar Bilara Light Railway pertain to 4 months only, as it was converted into Metre Gauge from 1-8-1928.

No. XI.—Abstract III
Miscellaneous Earnings.

31st March 1928.

No. XI.—ABSTRACT III.—*Miscellaneous Earnings.—(Concluded).*

31st March 1929.

Metre-Gauge.					Particulars.	Metre-Gauge.				Narrow-Gauge.		Total.
Total.	J. Ry.	J. H. Ry.	M. J. B.	M. K. B.		J. Ry.	J. H. Ry.	M. J. B.	M. K. B.	J. Ry.	P. B. L.	
Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
4,44,468	3,87,304	56,296	259	609	Brought Forward ...	3,56,828	40,575	93	559	Nil		3,98,055
25,954	18,910	7,044	...	...	5. Overhead charges and profits recovered on sale of stores and work done in workshops ...	7,589	3,259	...	...	...		10,848
31,004	22,791	8,213	...	...	6. Unclaimed or Unpaid wages and Salaries ...	...	...	...	...	...		...
...	...	...	...	...	7. Sundry receipts,— (a) Advertisement fees ...	...	...	...	...	...		...
...	...	...	...	...	(b) Fees on share transfer etc. ...	...	...	...	...	...		...
7	—8	15	...	...	(c) Excess Cash ...	24	9	...	...	...	33	...
11,162	7,802	3,089	129	142	(d) Other unclassified receipts ...	34,385	18,142	5	179	...		49,711
23,653	23,653	...	...	...	(e) Interest on Capital cost of J. Ry. Stores ...	22,259	...	...	...	...		22,259
17,498	17,498	...	...	...	(f) Interest on Capital cost of J. Ry. Machinery ...	19,980	...	...	...	...		19,980

The statement below shows the number of and earnings from passengers carried by classes for the various Railways comprising the system :—

Railways.	Class.	Number.				Earnings.			
		1927-28.	1928-29.	Increase.	Decrease.	1927-28.	1928-29.	Increase.	Decrease.
Jodhpur Railway (Jodhpur Section) including Pipar-Bilara Light Ry.	1st.	3,401	3,022	...	379	60,779	46,255	...	14,524
	2nd.	18,855	17,321	...	1,534	1,37,161	1,32,741	...	4,420
	Inter.	38,196	35,860	...	2,336	66,697	62,844	...	3,853
	3rd.	2,204,582	2,206,433	1,851	...	23,28,125	22,43,953	...	84,172
J. H. Ry. (British Section) including Mirpurkhas-Jhudo Railway.	1st.	2,093	1,826	...	267	14,635	14,092	...	543
	2nd.	16,992	16,881	...	111	58,471	60,480	2,009	...
	Inter.	64,835	69,007	4,172	...	57,201	60,102	2,901	...
	3rd.	1,273,545	1,405,434	131,889	...	8,18,017	9,10,845	92,828	...
Mirpurkhas-Khadro Railway ...	1st.	55	43	...	12	292	196	...	96
	2nd.	842	873	31	...	1,677	1,694	17	...
	Inter.	5,961	6,306	345	...	4,664	4,865	201	...
	3rd.	148,030	178,042	30,012	...	87,139	1,03,433	16,294	...

It will be observed that there are heavy decreases in passenger earnings, especially under 1st class and 3rd class traffic over the Jodhpur Railway. The decrease in 1st class is due to reduction in the average distance travelled by 1st class passengers in comparison with last year. The decrease in 3rd class is partly due to road competition attracting traffic between Jodhpur, Marwar Palik and Sojat Road and partly to shorter average lead.

Over the Jodhpur-Hyderabad Railway including Mirpurkhas-Jhudo Railway and Mirpurkhas-Khadro Railway there are increases in all classes except 1st class. The decreases under this class are trivial and call for no remarks.

7. **Goods Traffic.**—The total earnings from goods traffic of the several Railways comprising the system amounted to Rs. 54,82,807/- as compared with Rs. 46,44,162/- in 1927-28.

The increase in the goods earnings in the year under review is, therefore, Rs. 8,38,645/-.

The weight carried in the year under review is 877,620 tons against 758,974 tons in 1927-28 i.e., an increase of 118,646 tons.

The following table gives similar information for the various Railways comprising the system :—

Railways.	Tons carried.				Total Goods Earnings.			
	1927-28.	1928-29.	Increase.	Decrease.	1927-28.	1928-29.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.	Rs.	Rs.	Rs.	Rs.
Jodhpur Railway (Jodhpur Section) including Pipar-Bilara Light Railway	628,727	738,169	109,442	...	34,39,100	39,74,756	5,35,656	...
Jodhpur-Hyderabad Railway (British Section) including Mirpurkhas-Jhudo Railway ...	321,959	359,636	37,577	...	11,79,302	14,73,805	2,94,503	...
Mirpurkhas-Khadro Railway ...	7,572	13,945	6,373	...	25,760	34,246	8,486	...

3,286	4,027	—741	...	...	...	(E) Interest on Capital cost of Electric light plant jointly used ...	—773	...	...	...	...	—773
55,606	52,972	2,363	129	142	...	Total Sundry Receipts ...	75,875	15,151	5	179	Nil	91,210
5,57,032	4,81,977	73,916	388	751	...	Total Miscellaneous Earnings including Refunds and Remissions ...	4,40,292	58,985	98	738	Nil	5,00,118
...	...	...	...	...	...	8. Deduct.—						
...	...	...	...	...	...	(a) Refunds of earnings collected.—						
63	58	5	...	...	...	(i) Rents and Tolls ...	2,072	692	...	...	...	2,764
...	...	...	...	...	...	(ii) Sundry Receipts ...	8	4	...	...	...	12
63	58	5	...	...	...	Total Refunds ...	2,080	696	...	...	...	2,776
...	...	...	...	...	...	(b) Remissions of earnings not collected... ..	...	...	...	...	...	...
63	58	5	...	...	...	Total Refunds and Remissions ...	2,080	696	...	...	...	2,776
5,56,969	4,81,919	73,911	388	751	...	Total excluding Refunds and Remissions ...	4,38,212	58,289	98	738	Nil	4,97,337

NOTE:—Figures shown under Mirpurkhas Jhudo Railway pertain to 9 months only (April 1928 to December 1928) and those shown under Pipar Bilara Light Railway pertain to 4 months only (April 1928 to July 1928.)

JODHPUR RAILWAY.—(System).

No. XII.—Statement of Outstanding Earnings for the year ending 31st March 1929.

					Outstanding on					
					Last day of year.			Date of preparation of this statement.		
					Rs.	a.	p.	Rs.	a.	p.
Due from construction accounts	..	...	...	...	...	...	...	...	...	...
„ Government	{	Postal Department	...	...	...	...	...	...	...	...
		Civil	...	...	6,436	8	0	3,242	11	0
		Military	...	...	...	...	...	...	...	...
		Telegraph	...	...	2	0	0	2	0	0
„ public Companies and Traders		...	...	...	552	14	0	552	14	0
„ Other Railways		...	...	...	622	10	0	384	10	0
„ Traffic Department		...	...	...	1,16,828	12	6	79,299	7	9
Due On account of carriage of Revenue Stores.—										
„ From Engineering Department		...	...	...	626	12	0	520	5	0
„ „ Locomotive		„	...	...	...	...	...	...	...	...
„ „ Carriage and Wagon Department		...	...	...	502	2	0	502	2	0
„ „ Traffic		„	...	...	242	13	0	172	12	3
„ „ Stores		„	...	...	95	4	0	95	4	0
„ „ Medical		„	...	...	...	...	...	...	...	...
„ „ Sundries		„	...	...	...	...	...	...	...	...
Total					1,25,909	11	6	84,772	2	0

No. XIII.—Statement of Surplus Profits for the year ending 31st March 1929.

—Nil.—

JODHPUR-HYDERABAD RAILWAY.—(British Section).

No. XIV.

Net Revenue Account for the year ending 31st March 1929.

Dr.				Cr.
	Rs.		Rs.	
To Interest on Capital Outlay.	...	*	By Net Earnings of the year as per Form No. VIII	...
				7,14,919
Balance, being surplus profits	...	*	Balance, being net loss	...
				*
Total	...	*	Total	...
				*

Memo showing how the above interest has been calculated during the year ending 1928-29.

Total Outlay to end of		Rs.	}	*
This half Outlay from	to (Rs.)			

Interest on Rs. for 6 months—Rs.

* These figures will be advised later on.

Jodhpur Railway.

Substitute the following for Statements Nos XIV & XVI on pages 48 and 49
of Section II of the Annual Report for the year ending
31st March 1929,

JODHPUR HYDERABAD RAILWAY,—(British Section).

No. XIV

Net Revenue accounts for the year ending 31st March 1929.

	Rs.		Rs.
To Interest on Capital Outlay	3,26,562	By Net Earnings of the year as per Form No. VIII ...	7,14,919
To Balance, being surplus profit. ...	3,88,357	By Balance being net loss ...	...
TOTAL ...	7,14,919	TOTAL ...	7,14,919

MEMO.—Showing how the above interest has been arrived at;—

	Rs.
Interest to date as per Appendix A of the Finance Accounts for 1928-29.	55,59,627
Deduct—Interest to 31st March 1928 as per statement No. XVI of the previous year's account ...	52,33,065
Interest for the year ending 31st March 1929 ...	3,26,562

No. XVI.

Interest Account.

<i>Dr.</i>			<i>Cr.</i>
To Amount of Net Receipts from ac- count No. XV ...	Rs. 1,37,48,839	By Interest to end of previous year ...	Rs. 52,33,065
		By Interest during the year ...	3,26,562
		By Balance of net Rece- ipts in excess of interest of Capital Account ...	81,89,212
TOTAL ...	1,37,48,839	TOTAL ...	1,37,48,839

Jodhpur, }
Dated the 27th Sept. 1929.

F. W. WILBY,
Auditor of Accounts,
Jodhpur Railway.

JODHPUR-HYDERABAD RAILWAY.—(*British Section*)

Dr. XV.—*Account of Total Net Receipts.* *Cr.*

To Net earnings to end of previous year	Rs. 1,30,21,358	By amount outstanding at debit of Traffic Account	Rs. 58,529
To Net earnings for current year	7,14,919	By amount outstanding at debit of Revenue Suspense ... ..	...
To amount of Demands payable at end of year	71,091	By amount of Net receipts ...	1,37,48,839
To Foreign Railways ... ..	...	
Total ...	1,38,07,368	Total ...	1,38,07,368

No. XVI.—*Interest Account.*

<i>Dr.</i>			<i>Cr.</i>
To Amount of Net Receipts from Account No. XV. ...	Rs. 1,37,48,839	By Interest to end of previous year	Rs. 52,33,065
To Balance excess of interest on Capital on net receipts ...	*	By Interest during current year...	*
		By Balance of net Receipts in excess of Interest of Capital Account	*
Total ...	*	Total ...	*

* Figures will be advised later on.

No. XVII.—*Revenue Balance Sheet.*

<i>Dr.</i>			<i>Cr.</i>
	Rs.		Rs.
To Demands payable	71,091	By Traffic Account	58,529
„ Deposits ... ..	...	„ Deposits, Private Companies.	...
„ „ unpaid wages ... ..	...	„ Miscellaneous Advances ...	...
„ „ Fines ... ..	...	„ Cash ... ..	...
„ Foreign Railways ... ..	...	„ Surplus profits paid to Company ... ..	...
„ Net Revenue Account ...	1,37,36,277	„ Government	1,37,48,839
Total ...	1,38,07,368	Total ...	1,38,07,368

No. XVIII.—*Abstract of Returned Stores.*—Nil.

JODHPUR RAILWAY.

(Metre and Narrow Gauge System.)

Certified that the foregoing Accounts of the Jodhpur Railway, Jodhpur-Hyderabad Railway (British Section), Sind Light Railways, and Pipar Bilara Light Railway for the year ending 31st March 1929 are correct and have been prepared strictly in accordance with the orders in force.

F. W. WILBY,

AUDITOR OF ACCOUNTS,

*Jodhpur Railway.**Dated, the 20th June 1929.*

R. J. BAUMGARTNER,

ACTING MANAGER,

Jodhpur Railway.

Certificate respecting the Permanent Way, etc.

I hereby certify that the whole of the Permanent Way, Stations, Buildings, Telegraphs, etc, have, during the past year, been maintained in good working condition and repair.

R. J. BAUMGARTNER,

ACTING MANAGER,

*Jodhpur Railway,**Dated, the 29th April 1929.*

E. E. V. TEMPERLEY, MAJOR,

DEPUTY MANAGER (ENGINEERING),

Jodhpur Railway.

Certificate respecting the Rolling Stock.

I hereby certify that the whole of the plant, Engines, Tenders, Carriages, Wagons, Machinery and Tools, have during the past year, been maintained in good working order and repair.

R. J. BAUMGARTNER,

ACTING MANAGER,

*Jodhpur Railway,**Dated, the 24th April 1929.*

J. H. STIRLING,

LOCO. CARRIAGE & WAGON SUPDT,

Jodhpur Railway.

Confirmed.

Bombay,

 }
Dated, the 6th May 1929.

G. W. N. ROSE,

 SENIOR GOVT. INSPECTOR OF RAILWAYS,
Railways Circle No. 5.

JODHPUR RAILWAY
ANNUAL REPORT

1928-29.

SECTION III.

ANALYSIS OF WORKING

(Statistical Statements.)

STATISTICAL STATEMENTS.

No. 1.—DESCRIPTION OF RAILWAY WORKED.

For the year ended 31st March 1929.

Item.	Headings.	GAUGE.	
		3'—3 $\frac{3}{8}$ "	2'—0"
1·01	Mean mileage worked Miles.	870·56	24·85
1·02	Number of stations No.	137	4
1·03	Total length of the following gradients—		
	(a) 1/50 and less Miles.	0·51	.....
	(b) 1/51 to 1/80 ... .. "	.....	.....
	(c) 1/81 to 1/100 "	1·47	0·66
	(d) 1/101 to 1/200 "	187·60	2·75
	(e) 1/201 to 1/300 "	65·59	3·33
	(f) Total "	255·17	6·74
1·04	Steepest gradient worked—		
	(a) Length "	0·51	0·68
	(b) Inclination "	1/50	1/100
1·05	Maximum degree of curvature and radius—		
	(a) Degree of curvature "	8°	12°
	(b) Radius in feet "	716'	478'
1·06	Ratio of curve to total length of line (expressed as a percentage)	8·84	5·95
1·07	Average amount of curvature per mile, Degrees	11·85	16·35

No. 2.—Statement showing the mileage open and under construction on 31st March 1929.

Item.	Headings.	RAILWAY COMPRISING THE SYSTEM.		
		Jodhpur Railway.	Jodhpur Hyderabad Railway.	Mirpurkhas Khadro Branch.
2·01	Gauge	3'-3 $\frac{3}{8}$ "	3'-3 $\frac{3}{8}$ "	3'-3 $\frac{3}{8}$ "
2·02	Route mileage— Single	693·26	174·41	49·50
2·03	Double line ... ..	...	...	...
2·04	Treble lines, etc., as the case may be ... ..	...	...	...
2·05	Total	693·26	* 174·41	49·50
2·06	Track mileage— Running track (treating double, treble, etc., lines as 2, 3 or more tracks)	693·26	174·41	49·50
2·07	Transportation sidings	98·99	38·02	3·14
2·08	Commercial sidings	11·27	5·22	0·48
2·09	Total	803·52	217·65	53·12
2·10	Mileage opened during the year 1928-29— Section. (see details below) † ... ..	...	...	...
2·11	Date of first opening for traffic. (see details below) † ...	...	...	...
2·12	Miles (single, double, treble, etc., or sidings) do.† ...	75·60	...	...
2·13	Working Agency	Jodhpur Railway.		
2·14	Constructing Agency	Jodhpur Darbar.	British Government.	Sind Light Ry. Co.,
2·15	Route mileage authorised but not open for traffic on 31st March 1929— Sanctioned—Section. (see details below) ‡ ... ..	...	...	...
2·16	Miles	112·89	88·55	...
2·17	Under construction—Section	Jalor-Bhinmal.	...	...
2·18	Miles	39·22	...	...
2·19	Proportion of work completed on 31st March 1929	90 % of the earth work completed.	...	...
2·20	Mileage worked on foreign railways in exercise of running powers or under some other arrangement ... ..	...	...	...

NOTE. ° (1) Item 2·05 Route and track mileage shown under Jodhpur-Hyderabad Railway include the mileage of Mirpurkhas-Jhudo Branch, absorbed in Jodhpur-Hyderabad Railway from 1st January 1929.

„ † (2) Items 2·10, 2·11 and 2·12.—

Name of Section.	Date of opening.	Miles.
Pipar-Bilara Light Ry. converted from Narrow Gauge (mile 25·25) to Metre Gauge	2nd August 1928 ...	25·72
Makrana-Parbatesar	1st August 1928 ...	13·21
Samdari-Mokalsar	1st February 1929 ...	16·23
Balwara-Jalore	15th March 1929 ...	20·44
Total		75·60

} For Goods Traffic only.

„ ‡ (3) Item 2·15—

	Jodhpur Railway (M.G.)	Jodhpur-Hyderabad Ry. (M.G.)
	Miles.	Miles.
Samdari-Bhinmal	75·89	...
Pokaran Extension	37·00	...
Nawabshah Khadro ... ..	...	22·7
Jhol Hiral ... ..	...	65·85
Total	112·89	88·55

It will be observed that there are increases both in the volume of goods carried and the earnings on all the railways detailed above. Improved traffic in general merchandise is mainly responsible for these increases, of which through grain traffic *via* Kuchaman Road to *via* Hyderabad (Sind) is the principal item.

The table below gives the tonnage hauled and the earnings thereof by commodities during the year under review together with similar figures for the year 1927-28:—

Commodity.	1927-28.	1928-29.	1927-28.	1928-29.	Difference.	
	Tons.	Tons.	Rs.	Rs.	Tons.	Rs.
Fuel.—						
1. Coal and Coke and patent fuel.						
(a) For the public ... ..	...	12,258	...	30,836	...	...
(b) For foreign Railways and home line construction ...	...	...	...	...	...	...
(c) Total	13,441	12,238	29,112	30,836	-1,183	+1,724
2. Oil fuel	859	1,153	16,783	17,519	+294	+736
3. Firewood and other fuel ...	4,331	5,447	11,292	12,864	+1,116	+1,572
Heavy merchandise.—						
4. Rice in the husk	215	515	929	2,388	+300	+1,459
5. Rice not in the husk	12,157	18,566	1,17,551	1,60,885	+6,409	+43,334
6. Gram and Pulse	23,530	25,885	1,87,132	2,73,951	+2,355	+86,819
7. Wheat	21,045	26,150	1,04,416	1,78,655	+5,105	+74,239
8. Jawar & Bajra	9,519	16,263	47,806	93,009	+6,744	+45,203
9. Other grains	39,016	53,697	4,19,941	5,55,145	+14,681	+1,35,204
10. Marble and Stone	100,929	93,533	3,11,039	3,18,574	-7,396	+7,535
11. Salt	24,392	32,046	1,03,563	1,38,216	+7,654	+34,653
12. Gur, jagree, molasses etc. ...	13,389	13,107	1,14,651	1,00,412	-282	-14,239
13. Sugar refined and unrefined ...	11,289	13,153	96,848	1,14,412	+1,864	+17,564
14. Wood unwrought	3,341	4,008	20,993	23,451	+667	+2,458
15. Metallic ores	3	3	43	95	...	+52
16. Oil seeds	26,013	25,523	1,83,000	1,86,481	-490	+3,481
17. Cotton raw pressed	21,297	27,462	4,98,241	6,53,458	+6,165	+1,55,217
18. Total heavy merchandise ...	306,135	349,911	22,06,153	27,99,132	+43,776	+5,92,979
Light merchandise.—						
19. Cotton raw, unpressed	9,774	15,911	73,490	1,13,291	+6,167	+39,801
20. Cotton manufactured	8,067	11,061	1,35,567	2,12,849	+2,994	+77,282
21. Fodder	6,548	6,795	27,200	33,251	+247	+6,051
22. Fruits and Vegetables fresh ...	5,720	5,602	40,742	43,017	-118	+2,275
23. Jute Raw	31	24	143	158	-7	+15
24. Iron and steel wrought... ..	13,260	17,954	2,39,794	2,92,375	+4,694	+52,581
25. Kerosine Oil						
(a) Kerosine oil in tins:— ...	8,286	8,126	2,04,264	1,63,065	-160	-41,199
(b) Do in bulk	845	583	22,093	14,149	-262	-7,944

No. 3A.—STATEMENT OF ROLLING STOCK FOR THE YEAR ENDED 31st MARCH 1929.—*Locomotives*.—(*Metre Gauge*.)

[illegible]

* Engine No. 05 D.E. has been replaced by T. class Engines.
No. 3B—Statement of Rail Motors, Steam Coaches, Interval Combustion, coaches Electric motor coaches.—Metre Gauge Nil.

No. 3 A.—STATEMENT OF ROLLING STOCK FOR THE YEAR ENDED 31ST MARCH 1929.

*Locomotives.—2' 0" Gauge.**

Standard Type—	NUMBER AND DESCRIPTION OF LOCOMOTIVES IN SERVICABLE ORDER AT THE END OF THE YEAR (vide COLUMN 24).						NUMBER OF AUTHORISED AND SERVICABLE LOCOMOTIVES AT THE END OF THE PREVIOUS YEAR.						CHANGES IN THE SANCTIONED AUTHORISED LOCOMOTIVES DURING THE YEAR.						CHANGES IN SERVICABLE LOCOMOTIVES DURING THE YEAR.									
	1 Tender.	2 Tank.	3 Total.	4 Class.	5 Tractive effort in lbs. of each locomotive.	6 Gross weight of engine and tender in working order of each locomotive.	7 Authorised stock at the end of the previous year.	8 Authorised new stock not constructed at the end of the previous year.	9 Authorised stock condemned or sold awaiting replacement at the end of the previous year.	10 Stock replaced but still running on the line at the end of the previous year.	11 Serviceable stock at the end of the previous year (=Columns 7-8-9+10).	12 Addition to authorised stock sanctioned by Railway Board.	13 Reductions in authorised stock sanctioned by Railway Board.	14 Authorised stock at the end of the year (=Columns 7+12-13).	15 Authorised new stock not constructed at the end of the year (=Columns 8+12-16)—reduction in stock not yet constructed (column 8).	16 New Additions (against columns 8 and 12).	17 Replacements (against columns 9 and 20).	Authorised list.			Replaced list.			18 Serviceable stock at the end of the year. (=Columns 11+16+17+18-19-20-21-23+22).	19 Authorised stock condemned or sold awaiting replacement at the end of the year. (=Columns 9+20-17—stock written off out of Column 9).	20 Stock replaced but still running on the line at the end of the year (=Columns 10+22=23).		
																		18 Increase.	19 Decrease.	20 Transferred to replaced list to be replaced.	21 Authorised stock condemned or sold not to be replaced.	22 Additions by transfer from authorised list.	23 Replaced stock, i.e., stock referred to in column 10 condemned or sold.					
Total.	2	..	2	..	7,159	28.7	..	..	..	1	1	..	..	..	..	..	..	..	..	18	19	20	21	22	23	..	..	..
No. 1 50 H.P.	1	..	1	8† 6 × 25	3,430	14.2	..	..	..	1	1	..	..	..	..	..	..	..	..	..	18	19	20	21	22	..	..	..
No. 2 50 H.P.	1	..	1	8† 6 × 23	3,720	14.5	..	..	..	1	1	..	..	..	..	..	..	..	..	..	18	19	20	21	22	..	..	..

*Converted into metre gauge from 1-8-1028 and the Locomotives sold to some outside agency.

No. 3B. Statement of Rail Motors Steam Coaches, Internal Combustion Coaches, Electric Motor Coaches ... Nil.

No. 4.--STATEMENT OF ROLLING-STOCK
Coaching Stock--Metre-Gauge.

No. 4.—STATEMENT OF ROLLING STOCK FOR THE YEAR ENDED 31ST MARCH 1929.—*Coaching Stock*—*Active Gauge*.—(Continued.)

[illegible]

[illegible]

* * * This was not actually replaced but ordered to be converted into B. C. I. T. (See explanation.)

No. 4--STATEMENT OF ROLLING STOCK FOR THE YEAR ENDED 31ST MARCH 1929--*Coaching stock--Metre Gauge--(Concluded.)*

[illegible]

EXPLANATORY NOTES TO STATEMENT No. 4.

*Coaching Stock—Metre Gauge.***PASSENGER CARRIAGES OF UNIFORM CLASS.****Third Class Carriage (4 wheeler).**

Column Nos. 13 & 19.
Column No. 24.

3 Carriages were altered to Rest Vans,
 2 Were converted to Driver Wagons and the
 under frame of one was utilised for a water Tank
 for Bilara Branch.

Third Class Carriage Bogie.

Column No. 13.
Column No. 16.

One of 1928-29 programme cancelled.
 3 of 1927-28 programme.

COMPOSITE CARRIAGES.**Second & Inter Class 4 wheeled.**

Column Nos. 10 & 26.

S. I. No. 651 has already been replaced but
 still running.

Composite 1st & 2nd Class Bogie.

Column No. 10.

One B. C. was authorised to be converted to
 B.C.I.T. last year which was done this year.
 One B. C. was converted to B.C.I.T.

Column No. 19.

Composite I, II, Inter & III Class Bogie.

Column No. 8.

Three of 1927-28 and one of 1928-29
 programme.

Column No. 13.

One B.C.I.T. of 1928-29 programme cancelled.

Column No. 16.

Two B.C.I.Ts. of 1927-28 programme.

Column No. 18.

One B. C. was converted to B.C.I.T.

Composite Inter & 3rd Class Bogie.

Column Nos. 8 & 16.

One of 1927-28 Programme.

Composite Inter & Kitchen Bogie.

Column Nos. 8 & 13.

One K.C.I. of 1928-29 Programme subse-
 quently cancelled.

COMPOSITE PASSENGER WITH BRAKE VAN & MAIL COMPARTMENT.**3rd Class with Brake Van 4 wheeled.**

Column Nos. 8 & 18.

One T.M. converted to T. G.

3rd Class with Brake Van Bogie.

Column No. 8.

Two of 1927-28 and 5 of 1928-29 Programme.

Column No. 13.

Five of 1928-29 Programme cancelled.

Column No. 16.

Two of 1927-28 Programme.

3rd Class with Mail Vans 4 wheeled.

Column Nos. 10 & 19.

One T. M. converted to T. G.

Dining-Cars.

Column Nos. 8 & 16.

One of 1927-28 Programme.

Other Coaching Vehicles.

Nil.

BRAKE VANS 4 WHEELED.

Column Nos. 13 & 19.

Five Passenger Brake Vans were converted
 to Goods.

DEPARTMENTAL CARRIAGES.**Officers' Carriages 4 wheeled.**

Column Nos. 12 & 18.

Three Ts. were converted to Rest Vans.

Column Nos. 13 & 19.

One Rest Van was converted to H. W.

No. 6.--STATEMENT OF ROLLING-STOCK
Goods Stock--Metre-Gauge.

No. 6—STATEMENT OF ROLLING STOCK FOR THE YEAR ENDED 31ST MARCH 1929.

Goods Stock.—Metre Gauge.

Description of stock (vide column 22).				Number of authorised and servicable stock at the end of the previous year.					Changes in the sanctioned authorised stock during the year.				Changes in servicable stock during the year.													
Type.	Average tare weight in tons of each description of vehicle.		Average carrying capacity in tons of each description of vehicle.	Total carrying capacity in tons.		5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	
	1	2	3	4	Authorised stock at the end of the previous year.	Authorised new stock not constructed at the end of the previous year.	Authorised stock condemned or sold awaiting replacement at the end of the previous year.	Stock replaced but still running on the line at the end of the previous year.	Servicable stock at the end of the previous year. (= Columns 6-9-7+8).	Additions to authorised stock sanctioned by Railway Board.	Reductions in authorised stock sanctioned by Railway Board.	Authorised stock at the end of the year (= Columns 6+10-11).	Authorised new stock not constructed at the end of the year. (= Columns 6+10-14—reduction in stock not yet constructed column 6).	New additions (against columns 6 & 10)	Replacements (against columns 7 and 18)	Increase.	Decrease.	Authorised stock condemned, sold or transferred to replaced list to be replaced.	Authorised stock condemned or sold not to be replaced.	Additions by transfer from authorised list.	Replaced stock, i.e., stock referred to in column 8 condemned or sold.	Servicable stock at the end of the year. (= Columns 9+14+15+16-17-18-19-21+20).	Authorised stock condemned or sold awaiting replacement at the end of the year. (= Columns 7+18-15—stock written off out of column 7).	Stock replaced but still running on the line at the end of the year. (= Columns 8+20-21).		
1. Covered wagons—																										
4-wheeled	{ 10 tons and under	4-43	9-06	14,650-1	1,518	...	...	...	...	1,518	...	...	1,617	...	...	...	...	...	...	...	...	1,617	...	...
Bogie	{ Over 10 and up to 15 tons	5-25	14-75	7,330-4	498	...	...	...	...	498	...	...	497	...	...	...	...	...	...	...	...	497	...	...
	{ Over 15 and up to 20 tons	9-51	17-03	52-0	4	...	...	...	...	4	...	...	8	...	...	...	...	...	...	...	...	...	...	...
	Total	...	...	22,039-5	2,020	...	...	...	...	2,020	3	2,017	...	...	...	...	3	...	...	...	...	2,017	...	...
2. Open wagons, high-sided—																										
4-wheeled	{ 10 tons and under	3-67	9-13	840-4	93	...	...	...	...	93	...	...	92	...	...	...	...	...	...	...	...	92	...	...
Bogie	{ Over 10 and up to 15 tons	4-25	11-75	822-5	70	...	...	...	...	70	...	...	70	...	...	...	...	...	...	...	...	70	...	...
	{ Over 15 and up to 20 tons	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Total	...	...	1,662-0	163	...	...	...	...	163	2	162	...	...	...	...	2	...	...	...	...	162	...	...
3. Open wagons, low-sided—																										
4-wheeled	{ 10 tons and under	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bogie	{ Over 10 and up to 15 tons	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	{ Over 15 and up to 20 tons	8-12	10-6	4,350-5	223	...	...	...	...	223	...	...	223	...	...	...	...	...	...	...	...	223	...	...
	Total	...	...	4,350-5	223	...	...	...	...	223	...	...	223	...	...	...	...	...	...	...	...	223	...	...